

HAWAII LURES SCUDERIA PARRAVANO

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MOTOR RACING

Vol. II—No. 8

(Published Bi-Weekly)
except last issue of calendar year

Los Angeles, Calif.

15c

Feb. 8-15, 1957

SHELBY, GINTHER GUN FOR DAYTONA SPEED MARKS; RUTTMAN IN T-BIRD

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STACKED!—Beautiful, blonde actress Greta Thyssen rules as queen at the National Sports Car Races Sunday, Feb. 10, at New Smyrna Beach, Fla. With

—Lester Nehamkin
her is popular Carroll Shelby of Dallas, No. 1 U. S. sports car driver, favored in 40-lap feature in John Edgar's 3.5-liter Ferrari. See story, photos, Page 1.

SCCA LAYS GOOSE EGGS AT NAT'L MEET

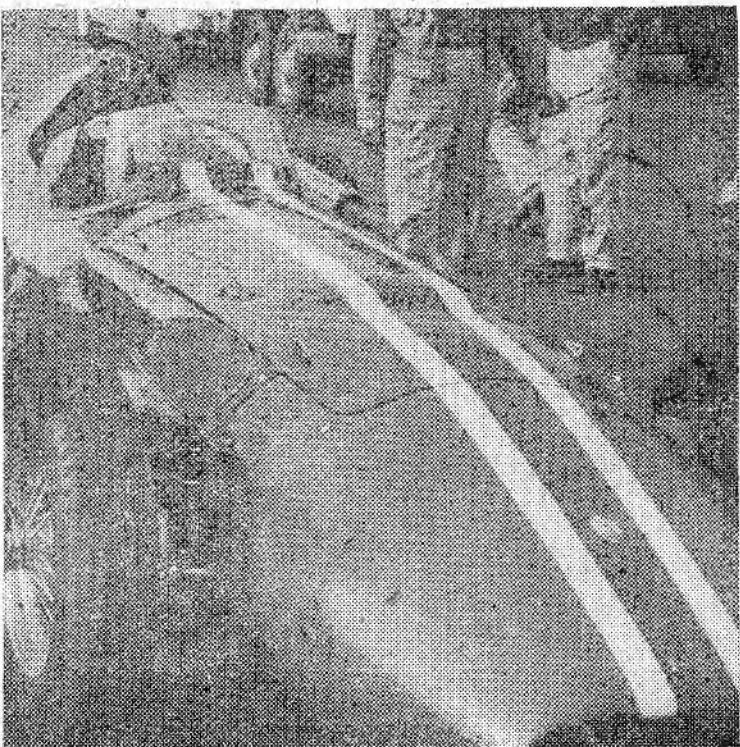
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Shelby Florida Race Choice; Ginther Races for Parravano

By Maury Powell

MOTORACING Staff Correspondent

NEW SMYRNA BEACH, Fla., Feb. 6—Carroll Shelby, 1956 SCCA unlimited class champion from Dallas, Tex., rules the favorite for the first annual National Sports Car Day races here on the 2.4-mile airport course Sunday, Feb. 10. The big race is a 95-miler.



—Gayle Preston

RICHIE GINTHER behind the wheel of Tony Parravano's power-brimming 2-liter Grand Prix Maserati in which he recently set a lap record of 1:41.5 at the 2½-mile Willow Springs course. He goes in Parravano's 4.9 Ferrari at New Smyrna Beach, Fla., races Feb. 10 and Daytona speed trials.

The handsome, rangy Texan will pilot a 3.5 Ferrari owned by John Edgar, Encino, Calif., according to George Cary, Jr., race coordinator. However, in his quest for measured mile records for Grand Prix and Speedway class cars here Feb. 9, Shelby will gun Edgar's 4.9 Ferrari in which he scored at Palm Springs

(Photo on Cover Page and Cal Howard cartoon on Page 5.)

National and won many other events last year.

Also shooting for the timing as well as road racing laurels will be Tony Parravano's team from Inglewood, Calif., composed of two Ferraris. One is a 3-liter chauffeured by Bart Spiegelman, Los Angeles, the other a 4.9 wheeled by Richie Ginther, Santa Monica.

Parravano also said there was a possibility Eric Hauser, recent Pomona victor, would tool one of his cars.

Ginther is rated one of the nation's most promising young drivers, with many first- and second-place trophies to his credit at various California courses, mostly using Porsches and smaller bored Ferraris for mounts. In a Jan. 20 outing at Pomona he pushed an Aston-Martin to second in the one-hour feature against many larger machines and on a treacherous course partially submerged due to rains.

HONORS TO GINTHER

In a poll conducted by MOTORACING, Ginther was voted a trophy as 1956's "Most Improved Driver."

Spiegelman has done well in pro competition with his own supercharged Jaguar-Kurtis. He won the over 1500cc go at Bonelli Stadium, Saugus, Cal., and was third in the over 1500cc feature at Stockton (Cal.) Airport, among top efforts.

Chuck Daigh, Long Beach, Cal., who was to wheel a blown, fuel-injected Ford Thunderbird here, teamed with Curtis Turner, Roanoke, Va., will not be able to make it due to the press of his work as an ace mechanic. Instead, the T-Bird will be piloted

Motoracing Awards

MOTORACING presents two handsome trophies for the Sunday, Feb. 10, feature event at the New Smyrna Beach Airport (Fla.) sports car road races.

Races will play an important role in the world-famed NASCAR International Safety and Performance Trials. NASCAR is not sponsoring the Feb. 10 events, however.

MOTORACING's trophies will be awarded to the first finishing production car owner and driver in the 40-lap main event. Maury Powell, managing editor, will make the presentations.



—Vignolle & Powell

DURING RECENT VISIT to Los Angeles, Juan Manuel Fangio of Argentina, four-time world's racing champion, took time out at his hotel to read a copy of MOTORACING. He lauded the publication. Fangio is slated to race for Maserati this year.

Parravana Stable Races in Hawaii

By Gus V. Vignolle

Tony Parravano announced yesterday that he will ship six high-powered cars to Honolulu for the SCCA's Hawaii International Speed Week races at Dillingham Field, April 19-20-21.

He is almost certain famed Marquis Alfonso de Portago of the Ferrari team will head the driving contingent, following conversations with Luigi Chinetti in New York. He would pilot two cars—a 3-liter and 4.9 Ferrari.

Hopes to have Eugenio Castellotti drive for him blew up when the Italian informed Tony he wanted to remain in Europe to prepare for the Mille Miglia. Chinetti told Parravano he would try to secure another top driver for him.

DRIVERS LISTED

The other drivers (although they may not know it) and their mounts include Richie Ginther, 4.9 Ferrari; Bart Spiegelman, 1500 Maserati; Eric Hauser, 4.5 Maserati; and Ruth Levy, Alfa Romeo Giulietta Sprint Veloce.

Island races are being staged by Ray Turnbull, L.A. oilman, with SCCA sanction as a region-

al event. He was informed by his sister, Tetta Richert, the former Loretta Turnbull of speedboat racing fame, that Army approval had been secured for use of Dillingham Field.

There will be two courses—one 4.5 mi. with nine turns and an 8500-ft. straight, and one of 3.5 miles. Eight races for production and modified cars and one for women are set for Saturday, April 20, with seven the following day. Main go is a one-hour affair for modifieds over 1500cc, plus the first three finishers in the one-hour under-1500cc race for modifieds.

GINTHER IN 4.9

Parravano also announced Ginther would drive one of his 4.9 Ferraris at Havana, Cuba, Feb. 23, with a 3-liter one to be handled by either Spiegelman or Hauser, whichever turns in the

(Continued on Page 11, Col. 1)

Annual National Meet:

SCCA Does Nothing

By Tom Wilson

MOTORACING Staff Correspondent

DETROIT, JAN. 26—Attended by 700 members, the 13th annual meeting of the Sports Car Club of America, held here this week-end, saw not a single motion carried or a resolution adopted. It was evident so long as the

Contest Board and the Activities Committee are in the saddle, they will run the show. When approved by the officers, their edicts became law and there is no use of the general membership kidding themselves that they can invade an annual meeting and correct all their fancied grievances.

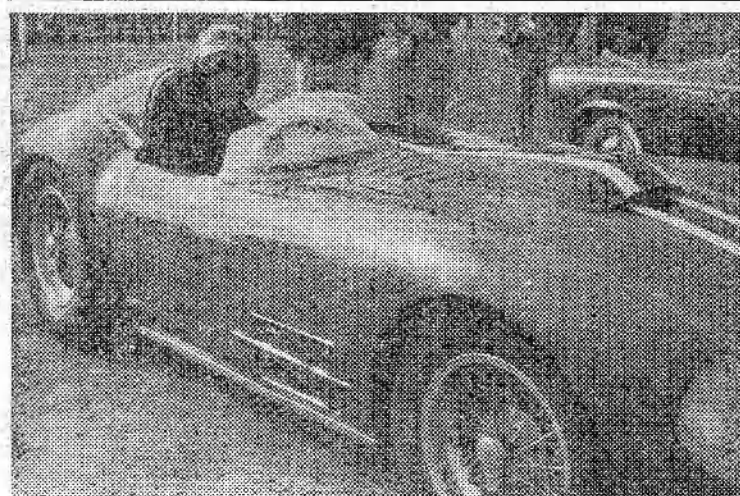
Election of officers, headed by President Jim Kimberly, Chicago, proved to be the first time in the club's history that the entire official slate was unopposed. Kimberly complained about the phrases, "Railroad, Russian Ballet and Shot Gun Election." He

emphasized that it only takes 10 petitioners to nominate a candidate. He forgot to mention that it would also take a war chest of several grand and two months of travel to run against the "official candidates" and have any chance of being elected.

All of the foregoing suggestions from the floor were discussed last year and there has been no action:

1. Uniform license procedure.
2. A drivers' log book to be used in accepting entries in all regions. For identification and past record.
3. Two days racing at all meets.

(Continued on Page 11, Col. 3)



—Gayle Preston

ANOTHER HOT Parravano car is this new 4.5-liter Maserati, which develops 430 horsepower at 7200 rpm. Ace pilot Jack McAfee, shown here, was among those who drove the bomb during recent trials held over winding Willow Springs course.

4 PHARAOHS RE-ELECTED

Four of the five incumbents seeking re-election to the California Sports Car Club's Board of Pharaohs were voted back in for two years when ballots were counted last Friday.

They are Ed Freutel, Ken Miles, Bill Pollack and Joe Weissman.

The other incumbent, Lew Kaplan, lost out. He was beaten out by Dick Hayward, one of those nominated by the CSCC. The sixth member voted in was Curt Warshawsky, also one of the club's nominees, who pulled

the greatest vote of all. He is currently chief of the club's tech committee.

CSCC did not announce how many votes were cast, but the figure is believed low—about 300 out of a 1400-plus membership.

Six other members of the 12-man board have another year to run. On expiration of their two-year terms, members can run again if they wish. They practically always do. Pollack and Miles have been in for years.

Board officers will be elected soon.



Racing Power-Word

By Maury Powell

HITTING THE HIGH SPOTS ALONG THE SPEED FRONT

THIS'LL BE another TV column wherein we tune in all channels, so here goes:

Skipped over to Phoenix to view Ernie Mohamed's USAC midget auto 100-lapper Sunday the 13th, but rain hit the town and the feature was shortened to 65 circuits. . . Main reason we went was to check out that sensational Frank Kurtis "roadster" midget owned by charming Mrs. Kay Wright of Orland Park, Ill., which ultimately finished second behind Rex Easton. . . Had the race gone the full century, Bob Gregg doubtless would have taken home the major goodies. . . Kurtis admits he had more in mind than merely designing a midget with that low-slung roadster. . . He can modify it a bit and make it into a fabulous Formula II machine, mark our words!

Visited Dick Morgensen, who said he's taking delivery of a new Porsche Spyder within a couple months. . . His Buick-powered Morgensen Special still holds the state drag record at 113.92 mph at the Perryville strip near Phoenix. . . Do you recall when Dick had a Plymouth Six for a mill? . . . Gus Stallings of Westward Pontiac in Phoenix now has the Mercedes, Renault and Alfa machines. . . Dick has the Porsche-Volkswagen setup in a beautiful new showroom on North Central Avenue. . . Another major sports car dealer in the alleged Valley of the Sun in Monny Blakely.

INTERESTED IN SPONSORING AN INDY CAR?

B. W. Sorenson called to inquire if any MOTORACING readers are interested in sponsoring an Indianapolis auto. . . New "roadster" type is under construction by George Shillala, with Bud Clemons, ace midget pilot, signed as driver. . . Call Sorenson at Cumberland 3-6323.

Burbank Sports Car Center has opened a new location at 317 N. Victory Blvd. in Burbank. . . They're specializing in Simca and Renault sales and service. . . Getting back to Phoenix for a sec, we saw the dangdest thing that forced us to back off in our quest for a quick million. . . Promoter Mohamed, who has a healthy construction business in Arizona, has to take RAW VASELINE orally to counteract his nervous stomach! Ugh! Double ugh!

If you're looking for excellent Italian chow in the Phoenix area, place to go is Riazzi's Italian Gardens way out East Van Buren towards Tempe. . . And for steaks like you've rarely enjoyed, it's Monte's in Tempe. . . Bill Moore, stock car race driver of note, has moved into his auto shop to 1350 E. Camelback in Phoenix, and there's a chap who really knows how to set up going stock cars! . . . Bill Lewis, classy race announcer, is recuperating from surgery.

ANTHONY TAKING OVER BORGWARD DEAL

hear tell it's all set for Earle C. Anthony, pioneer Packard dealer and owner of KFI, to take over the Borgward distributorship for 13 states in a \$3,000,000 whopper. . . This appears to knock out Thompson Trading Co. and Woolverton Motors from further Borgward operations in the West. . . We see Ed James, the Buick man, has opened a Jaguar spot at 1400 S. Figueroa. . . Wonder what the EM bigwigs think of so many of their dealers getting into the imported car field?

Couple new Indy owner-driver teams include big Bob Veith of Oakland joining Bob Estes as replacement for Don Freeland, and little George Amick of Venice inking with Federal Engineering. . . Tony Bettenhausen and Paul Russo will be found in the Novi Specials come May. . . Speaking of Indy, don't be surprised if drivers press requests for a larger slice of the moola there, and perhaps bring up the matter as to why other promoters must fork over a healthy guarantee against 40 per cent of the net gate, whereas Indy posts whatever it deems fit, plus prize awards from accessory firms. . . Sure, it's sizeable enough, but the lads who risk their necks at tremendous speeds feel that the same 40% for other promoters should apply for the "500" as well. . . This is sure to bring on a king-sized hassle such as occurred when ASPAR staged its ill-fated strike several years ago.

Troy Rutman gets a new A. J. Watson-built roadster to team with Jud Larson in Pat Flaherty's 1956-winning Indy mount for John Zink, the Oklahoma heating mogul. . . Johnny Boyd, Fresno ace, and Freddy Agabashian, Albany veteran, team for George Bignotti of San Francisco under sponsorship of Bowes Seal Fast—what a popular team they'll make!

Sam Weiss' Oxford Motors in Sacramento cancels its letters with a postmark reading "Exhilarating Imported Autos." There, friends, is real public relations.

Finis la guerre.

ODE TO HARRY MORROW

After (far after) Lewis Carroll

By CABAZON

"You are old, Father Harry," the young man said
"And your hair gets exceedingly white."
"Still you consistently get on your head;
"Do you think, at your age, this is right?"
"In my youth," Father Harry replied to his son,
"I feared it might shorten my life."
"But now that I know that a roll bar is on,
"I fear nothing (except for my wife)."
"You are old," said the youth, "As I mentioned before,
"And you're obviously getting too fat."
"The Power to Weight ratio is now sort of poor;
"Pray, what is the way out of that?"
"In my youth," said the sage as he shook his gray locks,
"I kept all my limbs very supple."
"Now I toil extra hard on the Burman gearbox
"And mash even more on the throttle."
"But it's old!" cried the youth, "And its brakes are too weak
"For anything much over 50."
"It's really no wonder you plow with your beak;
"Don't you think the new Coopers are nifty?"
"In its youth," croaked old Harry, "It wasn't the same,
"I was light; to the Fren-do that's kinder."
"With Scotch Tape and iron o'er cracks in the frame,
"Now it tends to be hard on the binders."
"It is old," quoth the youth, "And you'd hardly expect
"To have steering as perfect as ever."
"But of course wire and hobbin to both the front wheels;
"And lookit that Mickey Mouse lever!"
"Enough! And go jumpy!" Cried the furious man.
"Though pained, oil-soaked, and paint-peety,
"I make all its bits in the back yard, by hand,
"Fast and cheap. Can you match with your Healey?"

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:

725 N. Western Ave., Suite 14
Los Angeles 29, Calif.
HOLLYWOOD 2-6388

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Domestic \$3 - Foreign \$4.

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LETTERS

to the Editor

THE JACKSON-MOORE A-H
I noticed in a recent issue of MOTORACING that some fellow living in Sunnymead by the name of Glassman now owns the LeMans Healey that was raced by Roy Jackson-Moore, No. 25.

Unless I am mistaken, this guy has



BOB EVANS IN HEALEY

really been conned on this purchase. I bought the same above mentioned car.

The only reason I bring this matter up is that I have had several people ask me if I had sold the car. I haven't.

Bob Evans
Santa Monica, Calif.

BLAST AT MILES!

The drivers are complaining how Ken Miles' little "dicing" in the under-1500 competition is getting on everyone's nerves. Several drivers have had some very unsafe scrapes caused by Miles and his antics.

I now I'll never spectate another Cal Club race Miles drives after witnessing that accident at Pomona. Keep up the GOOD work in MOTORACING.

Allen Spencer
Los Angeles

WHO IS JAY GUREY?

For years I have seen letters in the L.A. papers from a Jay Gurey. Now I see them in MOTORACING.



JAY GUREY REAL PERSON

Is he fictional or is he real? Who is he anyway? He sounds nuts to me. Swede Larsen
Los Angeles 1

THE VON KAESBORG ISSUE

It appears to me that MOTORACING will champion any cause in its effort to discredit the Cal Club.

I am referring specifically to the black flag issue, the most recent case in point being Von Kaesborg and his 300 SL (refer Flavio St. Germain, Nov 30 issue). On this matter how about a fact or two? My brothers, Phil and John Dixon were working turn six when they observed Von Kaesborg oiling up the course. They also heard the judge call in the report. The scribe on the corner, Kitty Elser, said she saw the Mercedes spilling oil and make a note of the incident, hence the black flag. Under those circumstances, how can Cy be accused of irresponsible use of the black flag?

And now a little on the black flagging at the first running of Paramount. I personally was beamed with a rock about the size of a golf ball when one of the two erratic drivers hit the dirt while cutting a corner. I still have the nick in my helmet. I've been black flagged by Cy myself but I will assure you it wasn't without good reason.

These people who cry so loud and long when they are caught running afoul of the rules are no credit to the sport. Furthermore, any column in

SPORTS CAR-TOON

By Ann Martin



THE DUKE WONDERS...

WHY THAT owner who spends so much scratch on machinery doesn't funnel some of it for upkeep, since his cars have been in a shameful state at the last two races?

★ ★ ★

If an announcement is imminent by RRR, the pro racing outfit, that will cause a lot of scurrying by the "amateur" clubs?

★ ★ ★

If that promoter of the SCCA Hawaii races in April has the needed finances for a venture of this kind and will the \$ be forthcoming to send some of the name drivers to Honolulu?

★ ★ ★

Who spread the false rumor that the publisher of a racing newsletter was behind a move to initiate NASCAR midget auto racing in the West, resulting in the editor quitting?

★ ★ ★

What would happen to USAC's entire structure should it but lose supervision of the 500-mile Indianapolis classic?

your paper championing their cause is no credit to MOTORACING.

Bill Dixon
Canoga Park, Calif.

(Editor's Note — Brother Dixon, MOTORACING does not champion their cause, merely lists the beefs against the Cal Club, which are reaching avalanche proportions because of the "closed corporation" nature of the organization. The Cal Club smugly refuses to answer any of the many charges against it because, as one official put it, "We don't care to dignify them with an answer.")

THANK YOU, CARROLL

Just got the new issue of MOTORACING and wish to thank you for all the kindness you have shown me in it.

I talked with Hahn, who lives here in Dallas and reports for National Speed Sport news for this area. I asked him to contact you regarding sending the information of the various races around this part of the country.

I asked Mr. Ed Spillman, former automotive editor of the Tulsa Tribune, who is now in the public relations business for himself, to contact you regarding giving you the information for this area.

I have talked with several people around here who should take some advertising with you as I realize this is the only way you can grow. I hope to be able to have something definite for you very soon.

Carroll Shelby
Dallas, Texas

'A WORTHY CAUSE'

Keep up the club fight. This is indeed a worthy cause and one long overdue.

Congrats on adding Dr. Wilson to your staff of interesting albeit sometimes illiterate columnists. Your mag has needed more and better Northern California coverage and no one is better fitted to do it than Fearless Tom.

With his knowledge of the sport, his genuine fondness for the little guy and his pin-pricking of over-inflated egos, I'd love to see him do some character portraits of the northern Calif. pilots. There are some hardy pioneers in those woods, complete with quirks, diodes and only one spare tire. . . this would make for interesting reading.

Ed Hovey
Anchorage, Alaska

DA COSTA FOLLOWER

I have been reading about your racing sheet in Steve Da Costa's column in the Honolulu Advertiser and would like to subscribe. I am enclosing my check for \$6 to cover the Air Mail edition for a year.

T. Robert White, M.D.
Lanikai, Hawaii

A FERVENT QUERY

What is MOTORACING interested in, anyway? Harpooning Joe Weissman or encouraging sports car racing?

After the unfortunate death at the 2nd Pomona meet MOTORACING carried a very sensible editorial concerning trees. Mainly that trees were dangerous when they were near race courses. A very sensible editorial.

But what is the same Gus Vignolle saying in his editorials now? He's mightily concerned over increasing CSCC club dues from five to ten dollars a year. He's worried about business meetings. He's all stirred up about the Long Beach MG Club's cut. And he's almost beside himself because the incumbents were listed first on the ballot. . .

It would seem obvious from all this that MOTORACING is more concerned with personal grudges than with constructive suggestions for improving the conditions of road racing.

James T. Crow
Hollywood 28, Calif.

FIRST-HAND READING

Hi—Tired of reading MOTORACING second-hand. Please enter my subscription for one year. Wishing you continued success.

S. M. Caldwell
South Gate, Calif.

RALLIES

FEBRUARY

17—Santa Anita FQCA Town & Country Rallye II, So. end of Rose Bowl, 8:30 a.m.

17—San Fernando Husband & Wife Rallye, Clem Atwater's, 8:30 a.m.

16-17—Highwaymen SCC 4th Annual Highwaymen Poker Run, P.O. Box 2042, Santa Rosa, Calif.

*24—San Diego Sports Car Club 7th Running, Don Diego Rallye, Town & Country Hotel, 500 West Camino del Rio, San Diego, 7:30 a.m. (championship.)

24-28—Sestriere Rallye (European).

MARCH

5-9—Great Britain Rallye.

*10—Los Angeles Region SCCA Spring Rallye (championship.)

APRIL

10-14—Acropolis Rallye (European).

*14—Orange County SCC, Gynkhana.

*20-21—MGCCA English Trials.

*27-28—Lockheed SCC 24-hour Championship Rallye.

*—Indicates So. Calif. Council approved. Need a driver or navigator or do you want to drive or navigate? Call Ervye Vogler, Rallye Partner Bureau, TOnpago 4042.



Vignettes

By Gus V. Vignolle

SOMETIMES (NOT ALWAYS) IT
PAYS TO GET OUT OF THE KIP

THE WESTERN UNION messenger with the war surplus jacket three sizes too big for him bounded into the office. He dropped the telegram on Anne Evans' desk, and started whistling "Dixie" through his teeth.

He meandered around the office, casting admiring glances at the massive oil paintings of Ferraris, Maseratis and the new Italian bomb, the 16-cylinder Gabinetto.

"Man, oh man," he muttered. Then: "Say, I gotta new Ferrarrah."

"Oh," oh'd Anne.

"Yeah, had the Ferrarrah up to 170 miles an hour the udder day."

"Where was this?"

"At Palm Springs—really!"

And with that he swirled and bounded down the stairs, whistling "Dixie" through his choppers.

Things like this are wonderful. They help take your mind off the Pharaohs. Sometimes it pays to get out of the kip.

★ ★ ★

MORE LAUGHS—Lek von Kaesborg, the short-pants attorney who blew his stack some time back when he was black-flagged for allegedly spilling oil, now comes up with another epistle saying Pharaoh Cy Yedor is a nice guy and that the starter shouldn't get kicked out of the Cal Club. Copies were sent all over.

Next time you boil and froth, Lek ol' boy, don't sit down to write a letter; if you do, stash it away in your center drawer, read it the next day, and then see if you want to mail it. No charge for the advice.

★ ★ ★

PHARAOHS CONTINUE TO PERPETUATE THEMSELVES

Well, the Cal Club's Russian-type ballot paid off and the Pharaohs will continue to perpetuate themselves. This is not surprising. That is why we quoted "Doc" Hoppe on Page 1 of the last issue. She predicted no changes, saying all the free-loaders would vote the gravy train back in.

Less than one-fourth of the membership voted, so you better not come crying to this corner with beefs about what "a lot of bums they are."

Two days before the election, two of the top drivers here jounced into the office. "We're not going to vote," they said.

Asked why, they replied because they had to sign the ballot. "We want to race, you know," they said, "and if they should get back in, we don't want any blackflags."

At the election, there was plenty of agitation when one of the incumbent clique, Lew Kaplan, was not voted back in. They quickly snorted that Kaplan would replace Henry Manney, who is in Europe. Then the Omnipotent Oom thought better, said he'd have to "check the by-laws" to see if this was Kosher and that it might be cricket, ol' boy, to show Manney a little courtesy by telling him he was getting the heave-ho.

We don't mind this at all. The point is, though, that Manney, a right guy, offered to quit when he pulled stakes for Europe. But, no, the Pharaohs wanted no part of that.

Now, that one of the Pharaohs had been ousted, mind you, they suddenly decide that Manney can't do them any good 6000 miles from home base. So the plan is to muscle Kaplan in anyway! And how do you like those Jonathans?

The vote of the free-loaders, friends and associates of the Pharaohs, brought four of the five back into power. Write-in votes were too scattered.

As we said before, Cal Club members and the Pharaohs deserve each other!

★ ★ ★

WHAT ACTION AGAINST LOVABLE KEN MILES?

When the CSCC threw Johnny Martin out on his ear, they said it wasn't because of his driving but because a person with such a temper had no place on the race course.

I wonder if they'll take similar action against that lovable Britisher, Ken Miles, who has done more to give the sport a black eye than any other 10 guys around here, after his conduct at Pomona?

Bull-necked Dave Bracken, the CSCC's No. 1 week-end cop, at one time or another has alienated reporters and photographers from just about all the papers around here. Some of his henchmen have irritated us in the past, and, finally, "Billyclub Dave" caught up with us recently.

With the Pharaohs back in the saddle, it is too bad we'll have to stomach the guy for another season (probably forever, because the Pharaohs are a cinch to keep on perpetuating themselves).

★ ★ ★

Somebody up in San Francisco reads the small type closely. Referring to the financial report of the last SF-SCCA Sacramento race, he points to a gate of \$15,000 and expenses of \$14,000. Then he cites the CSCC's June Pomona races which drew \$37,000, with expenses at \$33,000.

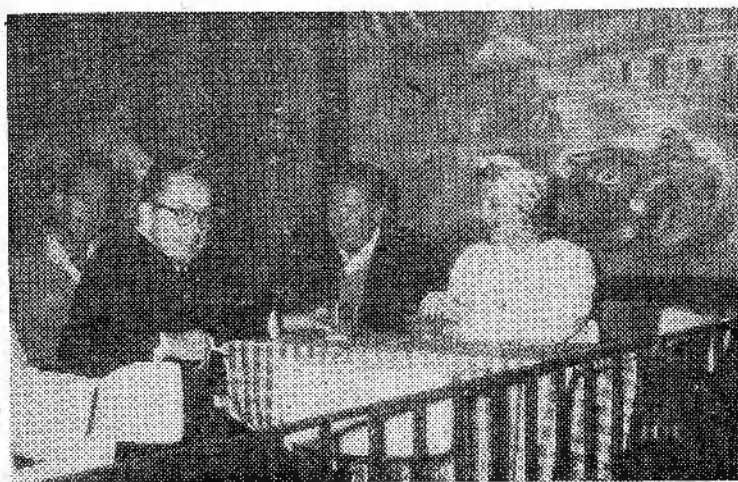
He asks balefully, "Are those guys psychic? How do they know how much to spend—or do they spend it after the race?" The comparison on some of the items is very interesting.

★ ★ ★

THE NOD SHOULD HAVE GONE TO PORSCHE

Biggest surprise to me in the MOTORACING poll was readers voting the Lotus over Porsche as the top under-1500cc car in the West for 1956. How they could overlook Porsche's great record last season is a real baffler! . . . Did you catch that interview listing the weight of the gal driver? . . . Nomination for the most miserable public relations and publicity in the business—National SCCA Pharaohs from Westport . . . Cal Club apologized publicly for the ban on the Morgans, now reinstated. You should have seen Rene Pellandini's wide grin. . . Now that the CSCC was forced to announce the \$ slice for the Long Beach MG Club (\$300 per race, plus the whine, "Do you think that is TOO much?"), I'd like to say the latter is getting short-changed. Doug Bailey's and Grady King's crews are worth twice that much. Incidentally, Doug said at Pomona the Pharaohs still owed the LBMGC scratch.

P. S.: So that they might know it, personally we have absolutely no beef with Lew Kaplan or Ed Freutel; it's the other three and their tactics!



—Vignolle & Powell

RACING MURALS of Spa Francorchamps and Mille Miglia form backdrop for these celebrators at new Grand Prix Restaurant, which has grand opening Feb. 7-8. Left to right: Hi-School Harry Givens, Cal Howard, Boyd and Estelle Jorgensen. Bob Drake and Givens are owners of the new spot for racing set.



MERCEDES leaves ground in Donington GP painting, one of several giving new Grand Prix nitery real racing touch. Examining work of Pauline Khuri is Hi-School Harry Givens.

Drake, Givens Open Grand Prix Racing Nitery

In New York it's Rene Dreyfus' Le Chanteclair.

In London it's the Steering Wheel Club.

And now in Los Angeles it's the Grand Prix Restaurant — newest headquarters for the racing set.

Operated by two well-known and popular drivers, Bob Drake and Hi-School Harry Givens, formerly of the Coach & Horses, the Grand Prix is located at 8204 W. Beverly Blvd., between Fairfax and La Cienega.

A big press party was thrown last Tuesday, and the grand opening is set for Thursday and Friday, Feb. 7-8.

Beautiful murals of Monte Carlo, Spa Francorchamps and the Mille Miglia, by Artist Pauline Khuri, give the place a real racing touch.

Bench-racing, with festive accompaniment, is carried on around a big circular fireplace and under a rough-hewn beamed ceiling.

There's more than tipping. The French cuisine of Grand Prix Chef Pierre LeMornay is titillating to the most exacting palate.

Drake and Givens can't miss here.

New Honors For Drake

Bob Drake of the Los Angeles Region was awarded the James Kimberly Cup as the most improved driver in 1956 at the National SCCA meeting in Detroit, Jan. 26.

The Detroit Region was awarded a cup as the region putting on the most diversified sports car program. Bill Hewitt, of the San Francisco Region, was awarded a silver bowl for the best photograph appearing in Sports Car Magazine. Basis was the cover, page 15-17 photos of the Nov.-Dec. issue.



HI-SCHOOL HARRY GIVENS, who with Bob Drake has opened Grand Prix bistro, pours a little loudmouth for Boyd and Estelle Jorgensen while Cal Howard, noted cartoonist and TV idea man, examines one of race posters in background.

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• Up the Straights

By Jim Mourning

GRAND PRIX RESTAURANT PROVES A TERRIFIC SPOT

WHILE FLOATING down Hollywood Blvd., the other day, the thought of food and drink intruded itself into our consideration of how to play progressive jazz on the glockenspiel. Being a man of direct action in times of emergency, we forthwith made a four-wheel drift onto Western and hid ourself off to the Blarney Castle.

Over a steak that eventually pointed out that our eyes are bigger than our capacity, we chatted with lean and lanky, more commonly known as Rudy Cleye. While adding to our cargo of calories, we also took on a load of information.

First, and possibly last in importance to the dyed-in-the-wool aficionado, the redecorating job is proceeding at a brisk pace. For you who haven't had hunger pangs drive you into Cleye's first aid station in recent weeks, the change will give you a jolt.

Also verified the rumor that Pappy has a piece of very hot iron on the water. Since he seemed reluctant to talk about it and since we've heard around and about that it's being kept very hush-hush, we'll only say that there isn't another one like it in the country and it should scare the (you pardon the expression) pants off a goodly number of dicers ere long. Don't be surprised to find the pilot wearing a beret.

APRIL RACES?

Last, and to us, most exciting, was the fact that his track near Riverside is progressing beautifully. Ahead of schedule, as a matter of fact. Since we don't want to be premature, we'll leave the whole matter for a later column. But we thought one and all would like to know that the first event is tentatively scheduled for early April and the site will be in continual operation after that. A lot more than dicing is going to take place out there.

Having satisfied both our physical demands and our curiosity, we then took off like a big bird to quaff a few tubs of buttermilk at the Grand Prix on Beverly Blvd. This new combined bistro and beanery is run by Bob Drake and Hi-School Harry Givens, two lads who need no introduction to the initiated.

Actually, the place isn't officially open and a sign in the foyer proclaims "The course is open for practice laps." But for a place that isn't officially open, you never saw so many citizens belling up to the bar to get in a bit of lapping. Looked like old home week or an extension of a race meet.

Among the citizenry that we greeted were Lance Reventlow, sports car scribes Bill Barrett and Dusty Brandel. Sammy Weill from Competition Motors,

Ted Davis, Gene Simon and our own beloved, denuded editor.

RITZY JANITORS

Rumors were flying thick and fast, as they are wont to do when aficionados gather, but the most interesting story we turned up was the tale of the spot's very ritzy janitors. For a short time, at least, their crew of helpers read like a who is whom of road racing.

When the doors first opened a crack, a thorough cleaning was in order. With funds suffering the way they always do when a new venture is launched, it was pretty much a do-it-yourself project. When word got around, up showed sturdy souls like Lance Reventlow, Johnny Porter and Ruth Levy to wield mops and dustcloths in a manner to which they would undoubtedly prefer not to become accustomed. But such are the ways of the clan.

For you who haven't gotten a peek at the new place, do so at your first opportunity. Automotive murals, a circular fireplace, rough-hewn beams and the whole bit. Score one for the Drake-Givens team.

CALENDAR

FEBRUARY

- 3-17—Eighth Annual NASCAR International Safety and Performance Trials, Daytona Beach, Florida.
- 7-8—Grand opening, Grand Prix Restaurant, 8204 Beverly Blvd.
- 10—National Sports Car Day, Smyrna Beach Airport Course, New Smyrna Beach, Fla. 95-mile feature.
- 14—All clubs Membership Dinner meeting and Valentine Party, Grand Prix Restaurant, 8204 Beverly Blvd. 7:30 p.m.
- 17—USAC Midget Auto Race, Sausalito, Calif. 2:30 p.m.
- 19-24—National Roadster Show, Oakland Exposition Bldg., Oakland, Calif.
- 23—Road Races, Havana, Cuba.
- 24—USAC Stock Car Race, Pomona, Calif., 2:30 p.m.

MARCH

- 3—NASCAR Late Model Stock Car Race, Garden Stadium, Gardena, 8:30 p.m.
- 3—USAC Midget Auto Race, Fresno, Calif. 2:30 p.m.
- 16—1st Annual Old Timers' Auto Racing Party, 15516 So. Western Ave., 7:30 p.m.
- 9-10—CSCC Sports Car Race, Paramount Ranch.
- 16-17—San Francisco Region SCCA Sports Car Race, Stockton.
- 23-24—12-hour Sebring Race, Florida.
- 30—USAC 100-lap Midget Auto Race, So. Mountain Speedway, Phoenix, 8:30 p.m.
- 30—L.A. SCCA Bongo Bash, Crescent Heights, Manston.
- 31—USAC Stock Car Race, Clovis, Calif., 2:30 p.m.

APRIL

- 6-7—Los Angeles SCCA Road Race, Palm Springs.
- 19-20-21—SCCA Road Races, Hawaii, T. H.
- 20-21—San Francisco SCCA Road Race.
- 26-27—Volkswagen Club of America 2nd Annual Convention, Motel on the Mountain, Suffern, N. Y.
- JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; DRAG RACES—Sundays; Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

Send MOTORACING to your friends. Handy subscription order blank on Page 3.

Draggin' Wagons:

Predict Fuel Out at Drag Strips

By Roger D. Riggsby

FUEL IS OUT!

Your writer learned from authoritative sources that fuel will no longer be permitted on any Southern California drag-strip, probably after March, 1, when the new rules will take effect.

C. J. Hart, operator of the Santa Ana strip, hinted to this writer that he will himself broach a regulation banning any type of fuel other than premium grade gasoline for all classes.

Hart indicated that a rash of mishaps last year at various strips is responsible for the new thinking. Your writer agrees with Hart's opinion that the boys are getting their horsepower "out of a can instead of their heads."

CAREFUL CHECK

Hart said, "Races will be screened carefully and if we find violators once the new rule is put into effect, they will be handed severe penalties."

We recall that fuel on the more potent side (alcohol excluded) was even banned at Indianapolis a couple of seasons back. We believe that this is a step in the right direction, and it won't surprise us to find fuel being banned throughout the country in all kinds of racing. Among the fuels in general use



FIRE DAMAGES AK MILLER'S CHRYSLER-POWERED CAR

are nitromethane, iodine, nitrobenzene and just plain alky. The old saying, "the purple stuff makes it go," will be out.

FIRE AT MILLER'S

The hot rod world bemoans the fact that Ak Miller's garage was the site of a fire which caused extensive damage to his special Chrysler-powered sports car that he plans to race in Europe this season. It destroyed completely many of his trophies acquired over his many years of competition.

The local boys had to cool their feet off with bench racing due to the last three weeks of

rainy weather. On the 19th and 20th I went to the Pomona sports car races and was glad to see a "hotrod" win the main event—Max Balchowsky's Buick Special.

Today's quotable quote: "Driving like hell will get you there in a hurry."

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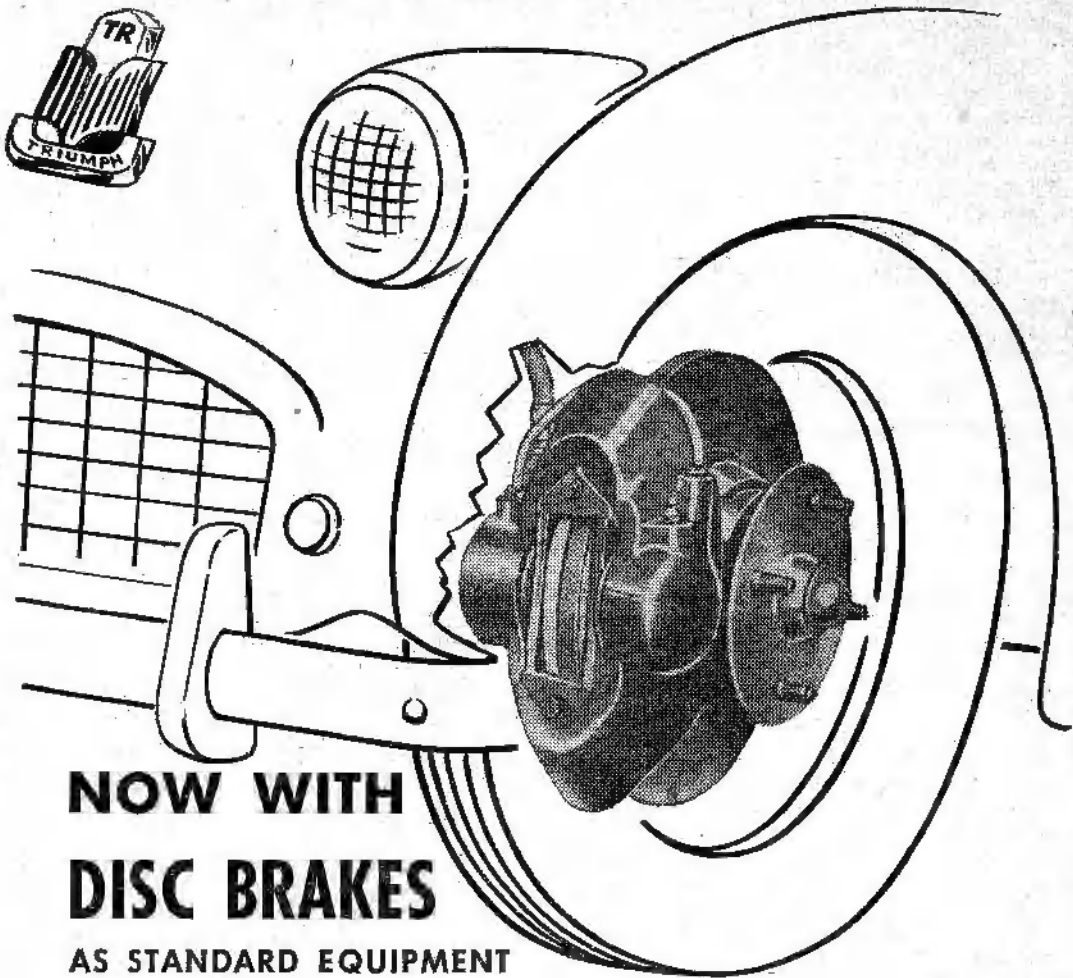
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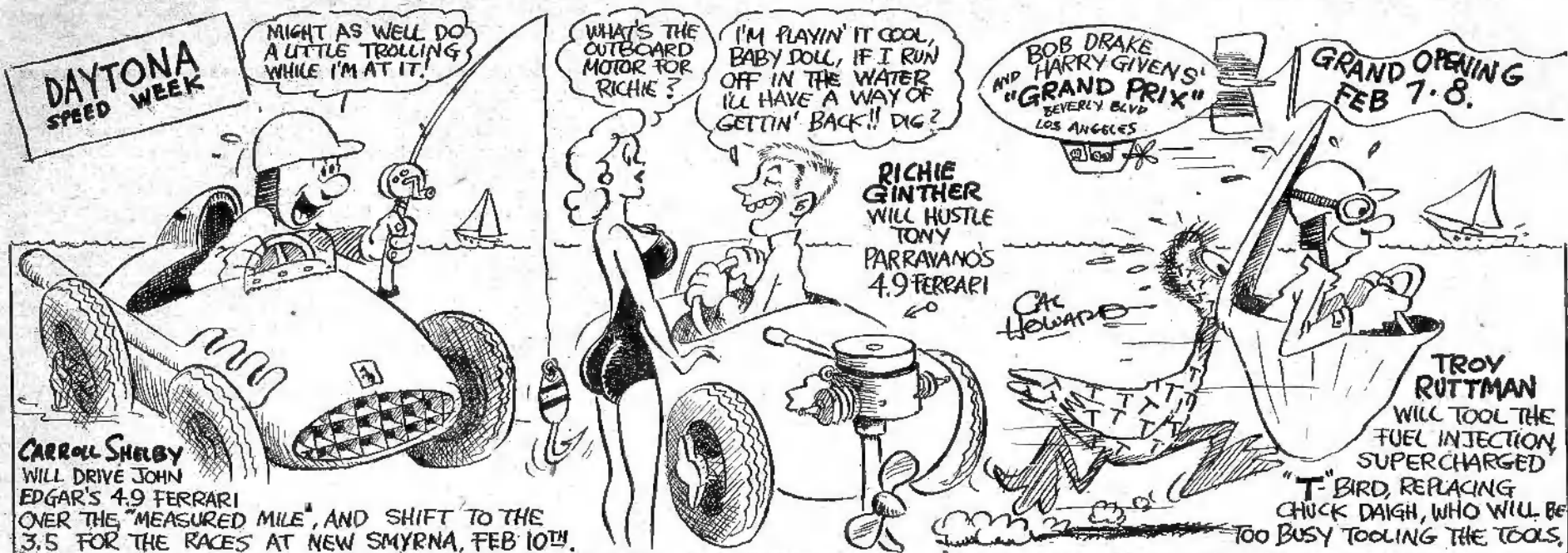
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Cam(p) Followers

. . . . By Cal Howard



ATTENTION, VOLKSWAGEN OWNERS

One of the nation's foremost publishers of automotive books is Floyd Clymer of Los Angeles. When Clymer embarks on a project, whether it be the Official Indianapolis Yearbook, one of his amusing Historical (should be hysterical) Scrapbooks or a technical manual, he generally does it up with all the "goodies."

So it is with his newest project—the Volkswagen Owner's Handbook.

Clymer commissioned Hank Elfrink to detail this popular marque. Elfrink visited the Volkswagen factory in Germany, as did Clymer.

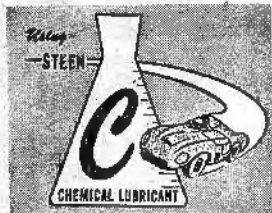
Illustrations, with many exploded views and excellent cross-sections, leave nothing to be desired. However, Elfrink points out his manual is "not intended to be a Workshop Manual," but a book designed to "familiarize the reader with the construction of the car and to impress on him the futility of attempting a major repair without the necessary experience or workshop equipment."

The publication, which sells for \$2 and may be obtained by writing Floyd Clymer Publications, 1288 S. Alvarado St., Los Angeles 6, Calif., should save VW owners lots of time and money should troubles occur.

Sachs Gets Trophy For 'Most Progress'

Speedway, Ind., Feb. 6—Eddie Sachs, 29, Allentown, Pa., has been voted the winner of the Gabriel Trophy for the driver who "showed the most progress during the year" on the USAC 1956 National Championship Circuit.

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Checkered Flag

By Art Lauring

Los Angeles Times Columnist

EDGAR, VON NEUMANN FED UP WITH FERRARI RUNAROUND

"FERRARI CAN TAKE his Bombs and . . ."

This startling "blast" was fired by a Ferrari-owner driver who is more than bitter with the treatment he has received from the firm's representatives!

And he is not the first one to speak thusly. There has been a growing swell of discontent against the Ferrari factory attitude and the recent Ferrari-pat published in a national sports weekly magazine seems to have been the proverbial red flag waved in the begoggled faces of disgruntled Stateside owners.

Chronologically the first person to question the customer-relations ethics of the Italian Marque was winsome Elaine Bond. Her opinion of the car-maker from the Boot country, as told to this reporter in '53, was anything but complimentary.

Subsequently there were other grumbings from the millionaire racing peasantry who buy and operate the red-painted sleeksters. Latest to join the ranks of sufferers are Messrs. John von Neumann and John Edgar!

During the recent Nassau brannigan Von Neumann shipped a virtually brand new Ferrari to the track. When he got there he discovered (like so many other Ferrari owners) that he was up the well-known creek for parts. When he appealed to the factory representative for assistance he was informed that not only were the parts either difficult to obtain or non-existent but that his car "was already obsolete, anyway!"

FACTORY KISS-OFF

In short Von Neumann wound up with the well-known Mediterranean factory kiss-off instead of the cooperation which he, as a customer with a \$14,000-plus investment, was reasonably entitled to.

John Edgar, the Encino multi-million peso racing paisano, is another who is completely teed off with Signor Ferrari. Edgar is currently liquidating his Ferrari stable. He will back Carroll Shelby with the 4.9 in a bid to hit 200-plus mph at the upcoming Daytona sports car flying mile event.

"After that," opines Johannes, "We're going Maserati all the way. I've already told Signor Ferrari what he can do with his product. Maserati is ethical. They regard a customer as a

friend, someone to aid, to assist and not 'take' as the saying goes! Coming with the Maseratis I've ordered will be plenty of spare parts plus access to their factory representatives. This will be an improvement over the snide wise-cracks plus consistent evasions which I have received from Ferrari. My experiences with THAT outfit has been a winding, tortuous trail of broken promises. I've HAD it!"

This historian does not take sides. In the first place he is not a Ferrari owner, he is merely a reporter. But in view of the mounting evidence of expressed dissatisfaction it might be well for Signor Ferrari to take a careful, introspective look at his business dealings with Americans. If he fails to put himself through a soul-searching and emerge with more acceptable customer-relations he is liable to blacklist himself completely out of this market, and Maserati will become cock of the track.

HIGHWAYMEN SET POKER RUN FOR FEB. 16-17

SANTA ROSA, Feb. 6—Sports car enthusiasts from all over Northern California and Nevada descend on Santa Rosa Feb. 16-17 for the Fourth Annual Highwaymen Poker Run, first big event of the 1957 sports car season in the San Francisco Bay area.

Entry blanks have been mailed to over 35 sports car clubs in Northern California.

Activities are centered at the Santa Rosa Hotel in downtown Santa Rosa. Included in the price of \$19.55 a couple are accommodations, meals, dancing, trophies, awards and dash plaques for all contestants, plus the actual Poker Run on Sunday.

Applications may be had from the Highwaymen Sports Car Club, P. O. Box 2042, Santa Rosa, Calif.

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Winning Rallye Techniques

By Gail Ann Holden
1956 SCCS CHAMPION NAVIGATOR
NAVIGATIONAL SYSTEM—
THE ODOMETER CORRECTION

IT IS VERY unlikely that any two odometers will indicate exactly the same reading for the same distance traveled. Therefore, in order to obtain accurate figures on a rallye, a correction must be made to account for the difference between the contestant's odometer and that of the rallymaster.

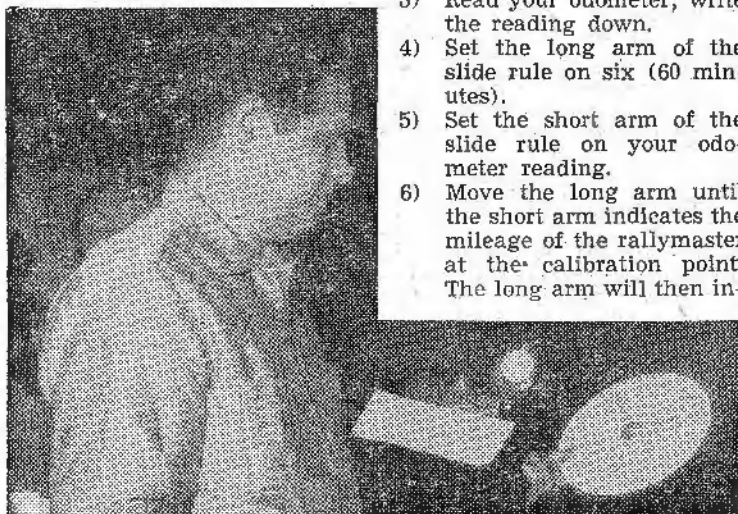
This correction can be made in one of three ways—by correlating the distances, changing the rates or adjusting the time. Theoretically, it would be most accurate to determine the ratio between the two readings at the odometer calibration point and change all indicated

mileages to coincide with those of the rallymaster; but this method would take too much time and allow too many chances for clerical errors.

PROCEDURE DESCRIBED

The following step-by-step outline describes the procedure used in obtaining a time correction on the circular slide rule:

- 1) Write down your "time out" of the starting point.
- 2) Travel to the odometer calibration point at a rate slightly higher than the given average speed. This will allow time for calculation at that point.
- 3) Read your odometer; write the reading down.
- 4) Set the long arm of the slide rule on six (60 minutes).
- 5) Set the short arm of the slide rule on your odometer reading.
- 6) Move the long arm until the short arm indicates the mileage of the rallymaster at the calibration point. The long arm will then in-



BARNEY FELDMAR of Feldmar Watch Co. holds "Binary" circular slide rule and stopwatch, attached to clipboard, which Gail Holden has said are navigational requisites.

—Vignolle & Powell

MG MITTEN

MARION'S MEANDERINGS

Hi, there! It's nice being home again, and for anyone who didn't miss us... we have just returned from a six-week stay in Europe. Combined business and pleasure, of course, were completely fascinating with such overwhelming sights as the Standard (TR3) works, the Porsche and Mercedes factories, Carrozzeria Farina, Nardi's shop, and the Paris auto show. We met all kinds of fascinating people in the auto industry and looked at thousands of accessories.

And, of course, we brought a lot of samples home. We are trying these on our friends and people who drop in at the Mitten Mansion to get reactions. Most of the items have never been seen in this country but we feel that many will be welcomed by sports car enthusiasts here as they are abroad.

One item which we are tremendously excited about... and one which is absolutely new as far as we know... is the Desmo "Boomerang" fender mirror. I don't know how it does it, but it does it! This magic mirror re-



turns to its original position whenever it's bumped. That's right, set it and forget it, because no matter how many times the Desmo Boomerang is knocked around by careless hands or inquisitive little fingers, it returns to a set position...

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Rallye Roundup:

Problems in 12-Hr. Rallye

By Buzz De Bardas

Recently I mentioned Bob Piercy and in this issue I'd like to discuss some of the problems confronting a nice guy like him.

Bob is a member of the Santa Monica FCCA and this year he volunteered to put on Rallye D'ORO. Now, it is true that you don't have to be crazy to put on a 12-hour Rallye but it does help.

For a moment, let's look at the problems faced by a Rallye Master staging a 12-hour Rallye:

1. Study must be made of a map to get a general idea of the direction that the Rallye will follow.

2. You drive it while your assistant (in this case, Bob's wife, Ruth) writes down the names of all the streets and stuff to indicate turns, directions, etc. To get this information for a 12-hour Rallye will usually take 24 to

36 hours (which presents a problem if you have to work for a living and have the bad habit of sleeping).

3. Next, after checking his tires with care, he must re-drive the course and lay out his 10-mile odometer check, and if by chance there isn't anything decent at 10 miles, then he had to redo the 10 miles, using different roads with the hope that there will be something there this time.

4. Now, following his own directions, he tries to establish the correct speed and at best the

first time, it's real easy to be off 10 to 15 mph (but at least it's a start). The Rallye Master's problem is not helped by knowing the Rallye will be run by both Morris Minors and one or two 300 SLs and in the cornering Dept. by everything from Buicks to T.C.s.

Well, now, Bob and Ruth have the basic directions and something that seems like the correct speed and they have only started on the Rallye, in fact, for all practical purposes, they are about 10% finished.

More on this in a future issue.

Quotable Quotes

"I have never seen as dangerous a race as the Governor's Cup at Nassau in more than nine years I have been driving and owning race cars."—John Edgar.

"Nobody can drive this 4.5 Maserati. It is too powerful, and will hit 180mph on a one-mile straight."—Tony Paravano.

"Europeans and, in fact, all road race drivers, will never make it at Indy because they are so accustomed to using brakes."—Bill Boyd.

"As far as I am concerned, the Indianapolis 500 is a Hoosier picnic."—Alec Ullman.

"I've enjoyed myself, it's a great sport, but I've had it as an owner-sponsor."—Carl Kiekhaefer.

"My impression after the 50,000 mile endurance run is that the 1957 Ford is an all-around better car than anything I have yet been in or driven."—Chuck Stevenson.

"If people had parked 20 feet back of the fence as they were supposed to, two of those three persons would not have been hurt at Pomona when Ken Miles crashed into the barrier."—Al Papp.

TRUE OR FALSE

Frank Lloyd Wright, perhaps the most famous and controversial architect of our time, thinks the design of American automobiles is a joke.

The other day Wright voiced his opinion as only he could:

"They're profane. We're going to laugh at them several years from now."

"They're like ferry boats coming down the street, gnashing their teeth. They're three times the size they need to be, and look as though they were equipped to fight each other in the street."

He prefers the European models.

Stock Car Race Billed For Pomona Feb. 24

A 100-mile USAC late model stock car race will be staged Feb. 24 at Pomona Fairgrounds' 2-mile sports car course.

Drivers will include Johnny Mantz, Chuck Stevenson, Troy Ruttman, Marshall Teague, Sam Hanks, Jimmy Bryan and George Amick.

LE CERCLE CONCOURS D'ELEGANCE CALENDAR

Feb. 16—Beverly Hills Coventry Motors (t), closed; Mar. (7)—Hollywood (t), open; Apr. 6—Palm Springs open; May 5—Valley Tail o' the Cock, open; June 20—Devonshire Downs, open; July 14—Blarney Castle, open.

NEW FOREIGN CAR REGISTRATIONS

Claims by various marques that theirs "leads all others in sales" is answered in this reproduction from Motor Registration News of California, which is published at 523 E. 11th St., Oakland 6, Calif.



NEW FOREIGN PASSENGER CAR REGISTRATIONS

	STATE	NORTH	SOUTH
1 Volkswagen	11684	5711	5973
2 Simca	13398	616	782
3 M. G.	1373	604	769
4 Austin Healey	1007	233	774
5 Triumph	906	331	574
6 Jaguar	889	232	637
7 English Ford	881	260	592
8 Volvo	819	70	739
9 Hillman	736	161	375
10 Renault	733	127	806
11 Mercedes Benz	598	169	429
12 Porsche	584	231	353
13 A. C.	486	81	81
14 Borgward	326	76	250
15 Austin	225	120	105
16 Alfa Romeo	194	89	125
17 Sunbeam Talbot	145	26	119
18 Citroen	137	57	60
19 Morris	98	39	59
20 Panhard Levaasor	89	47	42
21 Goliath	83	13	80
22 Lloyd	67	34	33
23 Morgan	35	4	31
24 Rover	26	23	3
25 A. C.	23	1	2
26 Lancia	22	11	11
27 Rolls Royce	21	11	10
28 Lancaster	10	7	3
29 Aston Martin	9	2	7
30 Facel-Vega	8	—	5
31 Sata	2	—	1
32 Arnott	2	—	1
33 Bentley	2	—	1
34 Opel	2	—	2
Misc. (1 each)	2	4	2
Total	23699	9698	14111

NEW PASSENGER CAR REGISTRATIONS

	STATE	NORTH	SOUTH
1 Chevrolet	111680	41964	69714
2 Ford	93760	33250	60510
3 Buick	40112	15169	28943
4 Plymouth	33374	14924	18450
5 Oldsmobile	27981	11283	18554
6 Mercury	2572	990	1889
7 Pontiac	2811	10837	17584
8 Dodge	15665	7323	6342
9 Cadillac	14142	4991	9151
10 Volkswagen	11684	5711	5973
11 Chrysler	8557	3182	5375
12 Nash	7205	2416	4790
13 DeSoto	6992	2668	4324
14 Studebaker	6081	2660	3421
15 Lincoln	4833	1567	3265
16 Hudson	2302	944	1358
17 Packard	1993	653	1100
18 Imperial	1063	376	707
19 Continental	278	69	205
Foreign-Other	11925	3787	6139
Miscellaneous	258	107	153
Total	459956	174015	285081

dicating a time slightly shorter or longer than 60 minutes.

- 7) Write down the time reading obtained in step 6. Throughout the rallye your hour will contain this number of minutes. (Always set your average speeds on the rule by using this figure instead of 60.)
- 8) Hold the long arm in position.
- 9) Set the short arm on your first average speed.
- 10) Move the long arm until the short arm indicates your odometer reading. Read the time on the long arm.
- 11) Write down the time reading obtained in step 10, below your "time out." Total the two. The sum of these two times is the time at which you should leave the calibration point.

SIMPLE PROCESS

Some navigators may find a long-hand calculation of the time correction desirable. This can be done quite simply. First, multiply the mileage of the rallymaster at the calibration point by 60; then divide your answer by your odometer reading.

NOTE: If you have any questions or would like copies of this series, please write to me c/o MOTORACING.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

ABOLISHING THE SCCA BITE WOULD CORRECT UNFAIRNESS

DEAR GUS:

You, no doubt, have seen the final point standing of the SCCA drivers for the past year. The West Coast drivers can hold their own in any company, but very few of them piled enough points to gain any National recognition. The scarcity of National races on the Coast accounts for the poor showing of our drivers. Discounting the "Globe Trotters," very few of the Coast drivers were able to compete in enough National races to make a respectable showing. In 1956 there were 18 races in California and one each in Utah and Washington. Of this number only three were SCCA National races and they were scattered over a distance of 1200 miles. The big point winners, for the year, piled up their points in at least 10 races.

The unfairness of this situation can be corrected when The Bite, that \$2,000 sanction fee, is abolished and a token sanction fee of a few bucks is put into effect. Then each region should be limited to three National races.

INTERNATIONAL INTRIGUE

The present policies of the Wheels of Westport place the big emphasis on the International racing scene. They are working on FIA for the recognition as the International sanctioning moguls of sports car racing in U.S.A.

They would do better if they would come down to earth and pay more attention to the club driver who only races in club races and is harassed by fees and regulations which soon sour him on the whole setup. To paraphrase The Duke, I wonder if any production race drivers had anything to do with the new regulations in The Red Book? Also, if the officers of the club read the new rules before they were approved. It appears that some group of Wheels is impressed with its importance and decided to throw its weight around. Some of the regulations are very impractical and others are just stupid.

Several regions have adopted resolutions to disregard the Red Book and adopt the rules of their own regional Contest Board for all regional races.

That new Monterey deal blew up when nobody wanted to invest the necessary loot for a course on Fort Ord. Such a course would be subject to the whims and fancies of the Army Brass and the politicians. Remember the SAC races—the first GI whose mother protested to her Congressman, that her son had to police a sports car race, would have sent the politicians into an eagle scream and the sports cars packing. It gets votes but it is a stinking mess.

There will be no Concours at Pebble Beach this year—at least not in the style and manner of

past years or with the same sponsors.

Say, Gus, did you ever stop to figure if the Wheels of Westport have ever had to face the board of directors of the Podunk Chowder and Marching Club and explain The Bite? Why they should send \$1,000 of their hard earned glue to some guys back in Conn., so that their race may bear the dignified name of a National Championship Race. The comments that are forthcoming are positively scandalous and also amusing. The mildest epithet is, "Let the bums go to work." Then the poor indebted region is stuck for the other grand. It's a bum rap.

In the meantime SCCA is hoarding 100 grand in the bank, in case of some lean years. Probably, to keep those boys living on the salaries that they are accustomed to. In the meantime, there are fewer and fewer National races and the regions get poorer and poorer. I've never heard of National bailing out a region that got stuck promoting that lofty object of SCCA ideals—to wit, amateur sports car racing.

WHO IS TAKING WHOM

Gus, change your calendar again. Sacramento road races are scheduled at the State Fair Grounds Oct. 12-13. Dr. George Snively, that peerless Healey jockey, will be the General Chairman. This is strictly a "round the trees and through the houses" race that is very popular and would like to go National but not for 2,000 bucks. They made \$450 last year.

★ ★ ★

The Northern Calif. Council met and adopted a program of Sports Car safety and better public relations. To assist Chairman John Luce for the coming year, the boys and girls elected Jack Allan as vice-chairman; Jack Bunce, Secty-Treas. and Ann Cook, Corresponding Secty. The address is 2485 Tulip Drive, San Jose, Calif.—for business correspondence only.

★ ★ ★

The S.F. Region of SCCA voted Ted Rothermel a life membership in recognition of his many years of service in various jobs as a club and race official. Ted is reputed to have set the hay-bales for Paul Revere—at least he moved in after Paul sent the men folk out sniping at some red MGs. (Middlesex Guards.)

★ ★ ★

Jim Kimberly is the authority for the statement that seven states are planning legislation to outlaw all types of motor car racing. Now if Jim will take some of that 100 grand and get together with Bill France and Duane Carter, maybe we will get some action, improve our public relations and stop some of the publicity seeking politicians.

With Best Regards
tom wilson

FCCA LEADER

Santa Monica had 67 members with 125, making it the largest at the start of 1956 and ended of the Four Cylinder Clubs.

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DKW Records

A DKW recently broke five world records in Class G (under 1,100cc) at Monza, Italy. The marks:

4,000 miles, 140,839k p.h.
5,000 miles, 138,656k p.h.
10,000 Kilometres, 139,453k p.h.
48 hours, 140,961k p.h.
72 hours, 139,453k p.h.

The records are subject to confirmation by the FIA. Drivers were Ahrens (Germany), Barbey (Switzerland), Meier (Germany) and Thaller (Switzerland).

Pirelli Drops Racing Tires

MILAN, Italy, Feb. 6.—Pirelli, Italian manufacturers of world-famous tires, announces the cessation of racing tire manufacture.

Demand for the Supersport tires, which operate sustained speeds up to 125mph, has spiraled substantially and all production facilities will be devoted to making this tire.

Pirelli tires and tubes are imported in all sizes by Columbia Motor Corp., New York City.



—Lester Nehamkin

WHAT IS THIS?—Irv Kreisel of Continental Car Imports, Culver City, tries to figure how that pretty "engine"—Carol Givens—got into that Triumph sports car. Equally perplexed during cut-up, it seems, is another winsome driver, Mary Davis.

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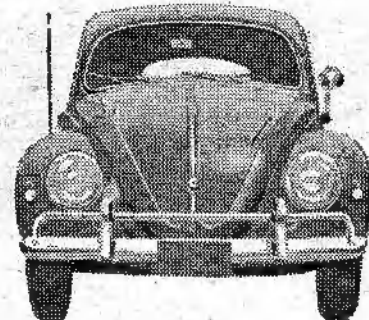
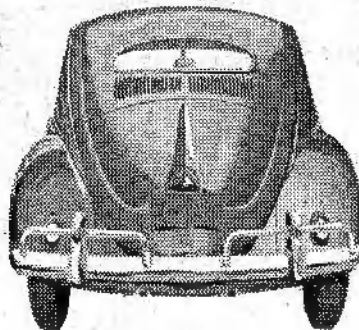
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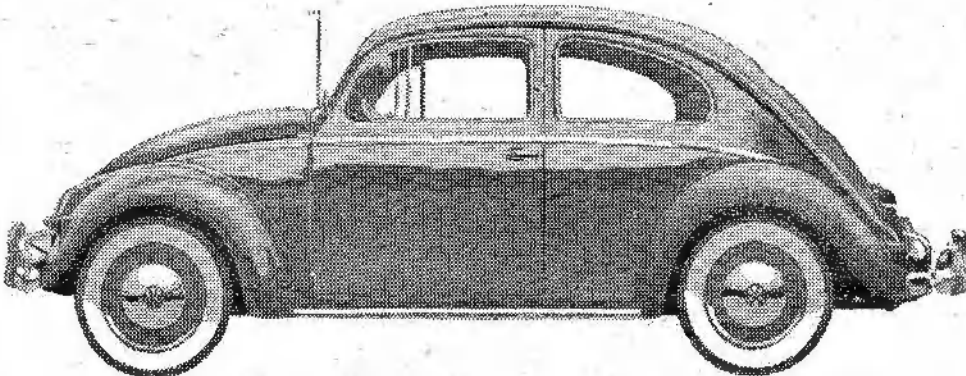
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European Scene

By W. Robert Nitske

NO PETROL SHORTAGE FOR VISITORS TO GREAT BRITAIN

A RECENT PRESS release from the Society of Motor Manufacturers and traders of 148 Piccadilly, London, assures "Unlimited" Petrol for Overseas visitors to the U. K.

The announcement states "that overseas tourists who visit Britain this year may have no fear that fuel rationing will limit their enjoyment. The effect of a recent Government announcement is that visitors purchasing a new car or motor cycle in Britain for subsequent export and those bringing their own vehicles with them under an international circulation permit, will be given sufficient petrol coupons to meet their requirements."

★ ★ ★

ATTENDANCE PROBLEM

Motor sports events in Britain have been cancelled, but exceptions will probably be made. However, the problem of attendance will be acute, and without large crowds, the major events will suffer tremendously—if they are held.

The British starting point for the Monte Carlo Rallye was not to be Glasgow, as announced, but the dockside at Dover instead! (The event was, however, cancelled.)

★ ★ ★

Most of the factories have reduced their production significantly: Ford of Dagenham laid off 37,000 workers and put 20,000 on a four-day week. Last year the company produced 325,000 vehicles. Of the new Consul, Zephyr and Zodiac models some 60%, or 48,803 were exported last year.

Austin Healey sports car production has actually been increased from 80 to 150 units weekly, and the Metropolitan from 250 to 350 cars. These two models bring half a million dol-

lars weekly into the coffers of the hard pressed BMC.

★ ★ ★

As reported earlier, Jaguar will not participate actively in international competition in 1957. But a new sports car, the XK-SS, will be introduced in February in the United States.

Designed primarily to compete successfully in production car races, it will not replace any of the currently manufactured models. Production of the new car will be limited.

The XK-SS will be powered by a six-cylinder, 262 horsepower, twin overhead camshaft XK engine and will be equipped with Dunlop four-wheel disc brakes. Dry weight will be 1,940 pounds. The car will have torsion bar independent front suspension and torsion bar, with trailing link, rear suspension. Wheel base will be 90 inches; track 50 inches, overall length 58 inches.

★ ★ ★

BIG VW DEMAND

Daimler-Benz reports production of 108,000 vehicles worth \$400 million during 1956. Exports amounted to about \$150 million. Full production for the next two months is assured, Dr. Koenecke said.

Contrary to some rumors, the current 300SL coupe will also be available after the introduction of the roadster. The open car is in addition to the enclosed version; it is not a replacement.

★ ★ ★

The Volkswagenwerk at Wolfsburg produced 395,211 vehicles in 1956, of which 218,540 were exported to some 125 different countries. The demand for these little cars is equally great in this country as in Germany where customers wait for about six months for delivery.

Aid to Rider

San Bernardino Motorcycle Club announces it is collecting donations for the Larry Robinson Hospital Fund. Robinson sustained a broken back in the Big Bear Hare and Hound event, and will be permanently paralyzed from the waist down. Remittances should be mailed to: S.B.M.C., c/o Norman McDonald, 711 E. 20th St., San Bernardino, Calif.

Mercury to Pace

INDIANAPOLIS, Ind., Feb. 6—A special model 1957 Mercury—the Convertible Cruiser—has been chosen as the pacemaker for the 41st annual 500-mile race at the Indianapolis Motor Speedway next May 30.

RALLYE WINNERS

WYANDANCH, L.I., N.Y.—Tooling an Austin-Healey, Bob Dahnken and Bill Berege were listed as "provisional winners" of the "Tease for Two" night rallye sponsored by the Long Island Sports Car Club here Jan. 19. They won over 54 rivals in the 60-odd miles event.

ATTENTION, NSCDA

One of the Cal Club's by-laws states that 40 members, comprising a quorum, may make a written request for a special meeting, directing it to the president, who shall hold the meeting at the place and time designated in the request.

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Paramount Races Set Mar. 9-10

California Sports Car Club has scheduled a sports car road race for the Paramount Ranch road course in Agoura March 9-10.

The race was moved up two weeks from its originally-scheduled date so as not to conflict with Sebring.

Fangio Again

BUENOS AIRES, Feb. 6—Juan Manuel Fangio, Argentina, the world champion, drove a Maserati 2500 to win the City of Buenos Aires Grand Prix last week.

Maserati took a 2-1 edge over Ferrari in this final race of the Argentine international season.

In the second heat of the two-part race Jean Behra, France, was second, Fangio third and Mike Hawthorn, Ferrari, fourth. Winner was Britain's Peter Collins.

Fangio won the first heat. His times for both parts of the race were best.

OAKLAND MIDGETS

JAN. 25-30-lap main: Don Jones, Bob Spoo, Joe Leonard, Johnny Baldwin. 15-lap semi: Clyde Palmer, Jim Bloberger, Gene Gurney. 4-lap T.D.: Ed Norini, Johnny Baldwin.
JAN. 28-30-lap main: Chuck Lawlor, Bob Veith, Bob Cortner, Johnny Baldwin, Tommy Copp. 15-lap semi: Don Radbruch, Clyde Palmer, Jim Bloberger. 4-lap T.D.: Ed Norini, Mike McGreevy.

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TWO BEAUTIES—Pretty Barbara Thomason shows off the popular Swedish-built Volvo, now available for immediate delivery. The imported five-passenger family sports car has an all-welded steel body, 70hp sports engine and unusual safety features. The car has won 21 California road races.

Aston Martin Owners Hold Meet at Ciro's

The Aston Martin Owners' Club dinner at Ciro's last week drew 40 members and guests. Don Schoenert introduced two new members, Courtney Van Ornum and Clarence Fleming, who coincidentally recently purchased Astons which originally belonged to Academy Award winner Adolph Deutsch.

Several sets of Lodge plugs and oil changes by Valvoline Oil were awarded.

This social club was founded in April, 1956, by Don Schoenert, and has about 35 members. For further information contact Doris Price, 1504 North California St., Burbank, TH 2-8591.

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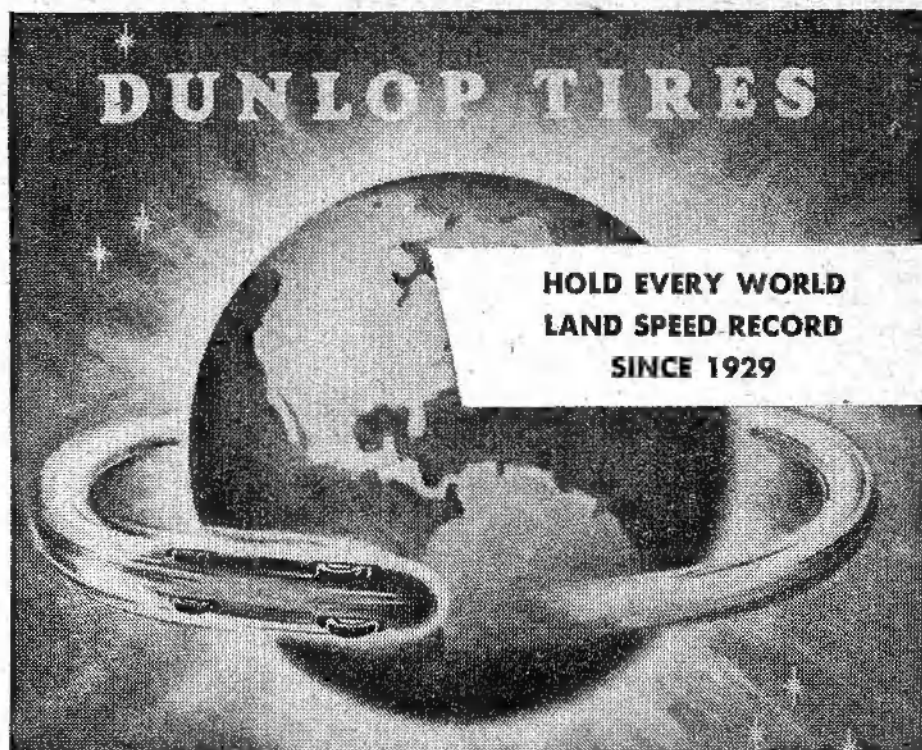
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PistoNotes ♦♦ By JULES DELANCEY

THAT WAS a real posh shindig—the fourth annual Women's Sports Car Club's installation dinner-dance last Saturday at Fox Hills Country Club. More than 200 on hand, biggest crowd yet. Heading officers was **Pat McAfee**, re-elected prexy. **Jerry Dolan** & **Pit Crew** ork, with starter's checkered shirts, flashed in on scooters. **Sunnie Baker**, **Betty Shutes** & **Elaine Bond** did a neat decorating job—hay bales, ¼ midgets, etc.

Same eve saw scores boom over to a bongo party at **Gene Simon's** home in the Valley. A big hit. Neighbors reported action until 8 a.m. . . . Lots of applause for **Skip Conklin's** Nassau & Pomona color movies, shown at the Grand Prix . . . Pretty **Judy Allen** shows her films there every Thurs., 9 p.m. They serve Ferrari lasagna & Maserati meatpelles . . . **George Amick**, the Indy dark horse, is building an all-aluminum trailer for Lodge spark plugs at **Jack (Willie) Sutton's** body shop. Willie is designing a special car which Amick will drive in road races.

Lance Reventlow heads for Europe after Sebring, remaining there from May to Sept. Hopes to race once a week & will buy another Maserati . . . Look out for **Vic Tanny**, "Gym King of America," to enter the racing picture as sponsor, reports beautiful, blonde **Lynn Jolley**, former Miss USA winner & real racing filbert, who will drive a C-Jag at next Paramount races . . . **Bob Drake** & **Hi-School Harry Givens** hosted **D. F. Morris**, the British Grand Prix pilot at their new bistro.

Joe Lyau, Mirror-News sports-writer, bought a Simca "Elysees" Aronde at **Jim Parkinson's** in Burbank . . . **Larry Hall** & **Anita Blythe** are now going in double harness . . . **Dee Morehead**, personal sec'y for **Kirk Douglas**, says the star (who played the lead in "The Racers") saw his first road race at Palm Springs. She'll be pit boss for Driver **Bob Evans** at Palm Springs races in April . . . **Mario Ferrari** of the Italian race car family is at the BevHills Hotel & having lots of fun. He maintains villas in Paris & Rome.

Al Papp plans to fly to the Dominican Republic to grab the Western US distributorship for **Pega Palo**, which is not a car (see Confidential). Al says everyone here then can be a Rubirosa . . . **John Fitch**, Stamford, Ct., was a visitor here, dropped in at the Grand Prix. Last time we saw him was when he won at March Field in 1953 . . . **Phil Hill** leaves next week for Havana, Cuba, where he races **George Tilp's** 3.5 Ferrari late this month. At Sebring, he goes in a new 3.5 12-cyl. Ferrari. Leaves for Europe late in April to try out for the Ferrari Formula I team. He's been assured of a spot for Formula II & sports cars.

Carroll Shelby isn't racing at Indy because he wants to retain his US amateur status . . . **Tony Parravano** left last Tuesday for the Daytona Beach speed runs & races. He will have entries for the Havana races (which have not been called off due to the political situation, as rumor had it) . . . Date of Mercedes-Benz Club's first driving event will be announced at dinner-meet Tues. (Feb. 12) at the Falcon in Studio City. **Sam Hanks** will be guest

speaker and show General Petroleum '56 Indy movies. Officers of LA region: **Jack Coerne**, pres; **John Robinson**, vice-pres; **W. Robert Nitske**, secy, and **Jim Armstead**, treas. **Bill Castle** heads the Western region . . . CSCC announced a year was about up and ban against **Tony Parravano** (for Willow Springs pro racing) was lifted, but Tony had cotton in his ears.

Bob Plass phoned from NY to say **Rene Dreyfus** & Corvette biggies would offer \$10,000 & maybe go up to \$15,000 for **Fangio** to drive a special prototype of the marque at Sebring. Insiders say it's silly, that **Juan Manuel** wouldn't risk his neck in a Corvette after his wide experiences with European cars . . . **Joe Bruman** reports Citroen Owners Club now forming in So. Calif. Write him: 3527 Cody Rd., Sherman Oaks . . . **Johnny Martin** just received his draft call, says bigger outfits than the CSCC want him. Leaves Feb. 26 . . . **Clyde Giraldo** is doing a sensational job booming the Nat'l Roadster Show, slated for Feb. 19-24 in Oakland.

Harriet and Don Vasque report from Mexico City that sports car movement there is booming. Hotel Inzo seems to be the HQ. **Manual Shamrock** (wow!), champ driver from British Honduras, is night manager there, which explains why so many drivers are there . . . **E. Birnberg** & other readers clamoring for more Volkswagen news. Biggest untapped field of interest, they say. Coming up . . . **Al Dean**, Palos Verdes, has sent in his Indy entry. Same car has been completely rebuilt by **Eddie Kuzma**. **Jimmy Bryan** again will be the pilot.

Bob Oker & **Ted Block** report more & more drivers are taking to the new Steen "C" lubricant. Lots of praise & not one beef to date. Oker's been using it in, **Ed Savin's** AC Ace-Bristol—and everyone knows his record! . . . **E. A. (Roscoe) Turner** reports first annual Old Timers' Auto Racing Party will be held March 16 at Western Club Cafe, 15516 S. Western Ave. Write him for details—10001 Arrington Ave., Downey . . . Both **Paul Bernhardt**, Cal Sales, and **Bill Rudd**, Ed Savin Competition Shop, report hefty influxes from the racing fraternity. Each spot has a dynamometer.

From **Art Peck** via **Jim Matthews**—New York area will have biggest racing season this year with new Limerock, Ct., & Bridgehampton, Long Island, courses opening this year . . . 1st race at Limerock April 27. Bridgehampton will run sometime in July . . . Thompson Raceway is being completely rebuilt and will be 2.3 miles . . . Sebring will be thoroughly covered by CBS and SCIC, also film coverage CBS TV . . . SCCA National HQ, sending copies of Master Manual to each region. This contains complete info on how to run races, rallies, etc. The Rallye bit is a reprint of Sports Car Rallies, Trials & Gymkhanas, book by **Art Peck** & **David Hebb**. They have each received copies inscribed in gold as token of appreciation . . . Under 1500cc winners at Buenos Aires Jan. 20—**Isabell Haskell**, New York, co-driving with **Alejandro de Tomaso**, Argentina, her fiancee, in an OSCA.

Milo Rekow of Concours foreign and sports car accessories has good news for owners of the



Women's Sports Car Corner

By Gloria Dearborn

SPORTS CARS ARE 'FRAME OF MIND,' THIS GAL FINDS

IN THE last issue of MOTORACING I told of an interview with a girl who has all the qualities of the average female-type sports car enthusiast—yet one who just couldn't be less interested. Her main objections were: 1) the problem of all those gears to shift, and, 2) the small size.

I have since been asked to contrast this by interviewing a girl who would really like to have a sports car, but hasn't yet acquired one.

The girl I chose is married with two school-age children, and the usual life that goes therewith. The interview went something like this:

Q: What do you think of sports cars?

A: I like them very much—mainly for their sporty look and saucy attitude. Also, I happen to be somewhat of a lead-foot, and LIKE to drive for the sheer fun of it. In a sports car I could bomb around with what I believe is safety, and would get a kick out of just running down to the local bank to deposit the money I would save on gas.

Q: How about the manual gear shift—do you prefer it to an automatic transmission?

A: Very much so! I now own a car with automatic drive, yet find myself doing a great deal of shifting anyway. For fast acceleration I start in low, stand on it, then kick it fast out and back into low to lock it. Then, when ready, I shift into drive—"and away we go!" And when slowing down, I often use low range again. So, if I must shift to get the kind of performance and fun I want, I would prefer a four-speed box for that much more selection.

Q: Do you think a sports car would be too small for your everyday needs?

smaller machines so subject to "dinging" by Detroit "elephants." He's devised a new method of making metal accessories and his initial projects include assist grips for MGs and a line of custom bumpers for Austin-Healeys, Triumphs, Jag 120s, etc. The bumpers will be similar to the Jag 140s. . . And what gives with the report from the Little Bird about that "Battle of the Cen-

tury" between **Ruth Levy** and **Mary Davis** (other eve at the Grand Prix)?

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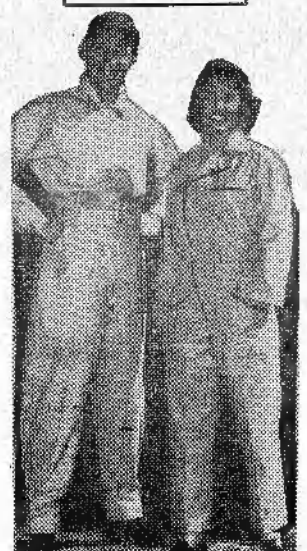
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Myra's Clipboard

By Myra Jones
PIT GLEANINGS FROM
POMONA ROAD RACES

3RD POMONA ROAD RACES
California Sports Car Club
Jan. 19-20

MEMORIES: Saturday—a beautiful warm, sunny day. Sunday—a miserable, cold, wet day. Where did all the rain equipment come from? Did you ever see such a variety of protection from the rain? Gloria Dearborn went into downtown Pomona and purchased boots and raincoat. Art Lauring showed up in an Alaskan Parka, complete with fur around his face and heavy fur lined boots.

The Saturday DNF's were complete in the last issue of MOTORACING but Sunday everyone was in hibernation most of the day so the DNF's are incomplete. If you do not find your name, or your friends are wondering why you didn't finish then I am sorry. I was there and you should have given me the information.

Clarke Whitney, No. 93, had problems with his MGTC. On Saturday he lost the exhaust valve through the piston during practice, but he went home, gathered his friends around and made necessary repairs. He returned Sunday, only to swallow another valve after about three, practice laps.

Gordon Crowder's new sign on No. 48 Porsche says: "Easy men—We need her whole for the Bristol down payment." . . . Martin Hosh was losing the exhaust system on his Alfa Romeo No. 60 in Saturday practice. . . . The pit crew on the Sparks-Bonney Special No. 21, was busy welding the radiator. They finished third in class Saturday, but couldn't keep it cool enough (in spite of the rain) to finish Sunday.

On Saturday, Rudy Cleye drove the No. 40 Corvette. He lost second gear after about three laps. Chuck Brassell, owner, drove the same car to a third in class in the consolation race, but during the cool-off lap he lost control on the back stretch and took off a door on a tree.

Jim Matthews had clutch trouble in race No. 5. Corrected results (8 laps) dropped him down to 14th. Since the last part was run under a yellow flag, officials called the race after eight laps. The yellow flag was necessary because an ambulance wasn't available. The first ambulance caught fire as it answered the call on turn No. 1 and the second ambulance, which was dispatched to the same turn, went on to the hospital.

Rod Carveth brought his Aston Martin DB3S, No. 56 from San Mateo. During practice he broke the main bearing cage. He reports that this is the first major casualty in 22 weeks of racing, which should be a pretty good record. . . . Harry Hanford, MG Spec. No. 117, had water leaking into the cylinder (before the rain) during practice. . . . John Biehl broke a connecting rod bolt and the rod went out through the crankcase on his Cooper Climax in Sunday practice.

It was amusing to watch the turn signals blinking as the cars came out of turn No. 11. No. 199, Louis Yates, had a left signal blinking for a right turn. Ed Barker also had his blinker lights on.

Race No. 9 had 20F and 1G cars starting, with six cars retiring. Wm Nickel (MGTD) No. 215 ran out of gas before he could complete his last lap. . . . Race No. 10 had 31 starters (8C, 12D, 11B) with eight retirements. John McKeown, Corvette No. 13 was black-flagged for running with his top up. Yes, it was raining but the officials felt that in the event of trouble it would be too difficult for the driver to get out of the car with the top in place.

Race No. 10 saw quite a bit of confusion on the back stretch. Reynard Storey hit a tree with his Austin Healey No. 238. Robert Conway hit a hay bale with his No. 107 Tr3 and was later struck by another car.

Race No. 11 had 21 starters (1B, 1C, 6F, 2G, 4H, 7H). By this time the rain was really falling and the corners were becoming lakes. Carroll Shelby hit a tree with the No. 98 4.9 Ferrari. He bashed in the right rear side. One report was that as he passed a slower car, water was splashed up under his face shield, momentarily blinding him. . . . Terry Hall was driving the No. 79 Panhard Aardvark but he didn't finish. Why?

The 500's had their usual set of problems. During practice Saturday, George Boskoff in No. 105 took the top end off of a rod, disintegrated the piston, broke the barrel, cracked the case and broke the carburetor. This is an Ariel engine with only one of each of the above, so he was out of business for the week-end. Ralph Ormsbee broke the clutch cable on his Cooper IX No. 30. Stuart Dane was black-flagged for leaving the course too many times with his Dane Triumph No. 212. George Holcomb had a flooded magneto in the Echo Norton No. 413.

Race No. 12 was really a wet one but there were 37 starters (12F, 13F, 4G, 8H). Sixteen retired—most of them deciding that the water was too deep for these low cars. Howard Wheeler in the No. 7 OSCA decided that the course was too wet. Dr. Alan Kerns in No. 26 MG Special said that the water was coming in through the air cooler scoops in the side. Jack Wilder in No. 33 Nichols Panhard reported water was flowing into the driver's compartment through holes in the floor boards. John Lumkin, No. 62 MGA was black-flagged for returning to the course without permission of the turn marshal.

Dr. C. St. John had the rear of his No. 66 MGTF bashed in on the back stretch. Jimmy Moore spun his Porsche No. 72 behind the trees and bashed in his left side. Frank Menise, driving No. 84 Lotus MKXI, said the car was floating in the deep puddles and he couldn't get any traction, which was the same report given by H. C. Hanford in No. 89 OSCA.

Donald Brauer ran his MGTC No. 126 head-on into the hay bales. He was taken to the hospital with face injuries. . . . Noble Bishop also was drowning out his Crosley Special No. 64 in the lakes.

The ladies' race had eight starters—almost one for each class except two in Fp. They all finished, except Louise Cano in the Denzel. . . . The sedan race also had eight starters (6F and 2G). The spark plug on Marvin Patchen's Simca No. 210 got wet and shorted out.

Race No. 14 was the most thrilling of all and by this time the rain had stopped but the road was still flooded and very wet. Phil Hill in No. 2 Ferrari Monza spun consistently on turn No. 11. (I didn't see the other corners). In an early lap he spun and hit the tree close to the impound area. He bashed in the right side. After quickly jumping out, checking the damage and the gas tank, he returned to the race only to spin on the same corner three more times. He looked like a top—sometimes fast and sometimes a very slow spin. He finally decided he had had enough and retired to the pits.

Bill Murphy burned up the engine on his No. 6 Buick-Kurtis. Ken Miles spun his Porsche Cooper No. 50 and went through the fence. Ces Critchlow decided the course was too wet for his own driving experience and his No. 203 Jaguar.

Jim Parkinson blew a head gasket on his No. 331 Austin Healey 100S. Bill Dixon went through the fence with his No. 711 Slati Snyder and hit an Austin Healey that was parked too close to the fence. There were 28 starters (4Bm, 3Cm, 3Cp, 4Dp, 5Ep, 2Fm), with eight retirements in the over 1500cc main event.

Jim Chaffee or Ody Fellows hit something during practice on Sunday and tore off part of the front end of their pink MG Special No. 25. After an OK from the technical crew, Jim drove it to an eighth place in race No. 11.

Bob Drake was doing so well in the main event, but he developed ignition trouble. Water got in the distributor cap and killed the motor. After an assist from his pit crew he took a sixth overall and first in class during the main event.

The Hard Luck Trophy was presented to the Race Chairman Lew Kaplan by the Pacific Sports Car Club. Not only did he order rain insurance (the rain came too much too late), which he couldn't collect, but he had all the details of trying to make the workers (announcers, turn marshals, communications workers, etc.) comfortable.

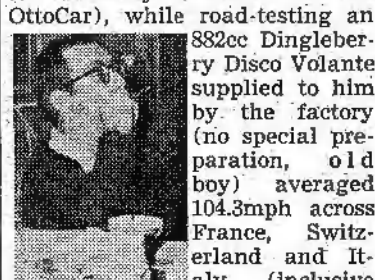
Are You Going to Europe?

Magazine Road Test Yarns Pure Bologna

(Editor's Note—This is the second article of a series.)

By Henry N. Manney, III
MOTORACING Staff Correspondent

CANNES, France, Feb. 6—Now you have all read in the English motoring papers how Rumbold J. Wobbeley ("Clonk" of the OttoCar), while "road-testing an



882cc Dingleberry Disco Volante supplied to him by the factory (no special preparation, old boy) averaged 104.3mph across France, Switzerland and Italy (inclusive Henry N. Manney of food, wine and gas stops) and arrived at the Albergo Sparafucile in merry old Rome just in time for noodles at Alfredo della Scrofula; mixed, of course, with the indium-plated fork and spoon given him by Geo. Thinwall, the bearing king.

Gentlemen, t'aint so. J. M. Fangio himself requires a day and a half from Modena in Italy to Nurburgring in his 300SL and whereas it can be done more quickly therein lies a tale.

From the rapid yappings of those magazines which base the results of their road tests on the amount of paid advertising for the car concerned received,

you may get the ideas that (1) European cars are all perfect (2) a high top speed is the be-all and end-all (3) the cars that take the biggest ads are the best (4) in a sports car you're irresistible (5) absolutely stock Renaults and Sunbeam Rapiers won the Mille Miglia.

CONFUSE 'EM

Let's take them not in order, just to be confusing. In the first place there probably never was such an animal as a stock car (if you define it as "bought off the showroom floor" production) that even ran in the Mille Miglia, let alone if entered by a dealer or factory. What the flacks don't tell you is that the factory Renault Dauphines were four or five-speed models with the 1063 hotrod kit and the class winning 750 Renault was not the familiar 4cv but an Alpine fiberglass coupe, quite another kettle of bouillabaisse.

Naturally, gentlemen, you can buy this stuff from Renault or his dealers, but just don't think that the Mille Miglia cars were the familiar little Quatre Chevaux that we know.

ALL HAVE FAULTS

Not only, obviously, are there faults in any country's cars but just because a company is rich enough through selling please-all transport to support ostensibly independent trade journals

doesn't necessarily prove that it knows, or cares, enough about its product to do the job right. Cares, of course, is the operative word: how many of us have been plagued with the appetite for spark plugs, the incurable front wheel wobble or brake squeak, the unsafe shocks that last under 5000 miles, the factory-stripped threads, the mickey-mouse electrical equipment with two fuses for the whole car, the ten-penny-nails exhaust valves?

A bright spot in our lives is the charming ads which show the happy owner of a Gentleman's Speedy Roadster being admired by a collection of fashionable and expensive-looking quiff and for once they are right . . . fellas, over here if you have a sports car you are Chicken Inspector, The Young Pretender, Lorenzo the Magnificent, and Flavio St. Germain (adv.) all rolled into one.

This state of mind is to be expected when people who walk outnumber bicyclists, scooters are a luxury, a bigger banger is an extravagance, Mice and 4cv a mark of position, and a big Simca, Fiat, or Mercedes 220 is generally driven by what department stores refer to as an Older Person. Unless you are totally scruffy or look like Farouk, you will definitely get the Eye from any number of personable (and otherwise) young ladies and it's your deal from there.

It stands to reason, though, that you won't get as many soft "Ciao's" from the doe-eyed young ladies if you are thrashing a tatty Dyna Jr. as if you are in the Giulietta or Porsche class; however, it seems that in the higher brackets they sort of lose interest (so I'm told), figuring that you are at least Prince Feticine in the Ferrari and anyhow anything you will manage to pick up in that rig will place you in competition with the likes of Onassis and his fleet of vaseline tankers.

(To Be Continued.)

Pssst—French Postcard:

Word from La Belle France

(Editor's Note—Henry N. Manney III, MOTORACING's star correspondent in Europe and author of this letter to the editor, is a long-standing member of the Cal Club's Board of Directors. He is still on the board.)

CANNES, FRANCE—

Dear Sir: Stirring faintly in my pyramidal tomb at the alarms and excursions without, I, further removed Pharaoh of the California Sports Car Club, do crack the mummy case long enough to let fly a few warnings to those who would bring the whole structure of amateur racing, Samson-like, tumbling about their ears. I would like to make it abundantly clear that I am, and always have been, primarily interested in the welfare of the CSCC as a racing club and not necessarily as a functional vehicle for any one person or persons. Try to bear in mind that a club which is solely a mechanism for putting in races has to be run as a business to be successful. One needs only to inspect the efforts of other local organizations to see the truth in this statement. Now to operate a business as complicated and speculative as this one you need businessmen, and good ones. It is axiomatic that it is very difficult to find able men who will work for no salary. . . . It is also a facet of human nature that such men are sometimes less than circumspect and polite when burdened with the million details of a race on top of their normal or eating-type-of-work.

I know that I have almost been driven into the laughing academy by a bubbling idiot with a class G production car who bent my ear for a whole hour at scrutineering one night. The blasted thing was heavier than a Cunningham; naturally he could get nowhere stock and yet my suggestion that he tear off the 500 lb. body and run modified was met by vague and kittenish protestations that we who were looting the club treasury could afford that sort of thing but a good honest pore cam-ground Amurrican working man like him oh no!

Inasmuch as there were only two of these wagons in the whole of Southern California, the club was scarcely justified in running a separate class for Panhard Dyna Jr. Owner-Driver Living in So. Cal. (and award two trophies), but I do think that's what the man really wanted.

Why did I bring that up? In spite of the excellent record of the club and the fact that it has provided a better amateur racing program than anywhere else, most of the opposition to the club stems from personal dislike of the men who organize and run the races. Surely there is no serious complaint against the race judge system, contest board, scrutineering, or the actual programming of the events?

Most of the hysterical yapping of "Off with their heads" comes from disgruntled competitors of the type mentioned above who, unable to have certain regulations altered expressly for their benefit, went off in a snit. Still more comes from those who have had their little egos bruised in unsuccessful verbal encounters with the acerbic Messrs. Weissman, Pollack or Miles.

A surprising amount springs from—whisper the word—anti-semitism; and finally, in the words of the Dook, "What busy toilers against the California Sports Car Club are motivated by financial interest in what professional race venture?"

Gentlemen, I would like to remind you at this point that I neither agree fully with the election slate of the CSCC nor with some of its recent decisions. For that matter, I hardly see eye to eye with my Good Gray Editor on his enticements into control of this going business simply because they are nice fellas, you will have your premier racing club in the sad state of the unfortunate local region of the SCGA.

Let me point out that once the amateur clubs are brought down, the rapacious professional promoter moves in and fun racing as you and I know it is gone.

Over here in Europe everybody races for money; not only is the private runner at the complete mercy of the organizers, but (except in England's hundreds of little clubs) only the richer people with the faster cars get to compete.

Pausing in your joyous shouts of "Frow the Rascals Out," just keep in mind that the opportunities to race given by the much-maligned CSCC are unequalled throughout the world. Haven't the results—lots of races on new courses with big entries—justified the means? These unrivaled opportunities can be totally ruined by unthinking action.

You don't like the Board of Governors' faces anyway? It is your club . . . by all means elect someone that you do like, but for pity's sake elect men who are able, sincere, and good businessmen. This will insure that you can race in the future instead of sitting in the bleachers watching Fat Cat's cars go around because there is no room for you.

Your continental correspondent,
(Signed) HENRY N. MANNEY III

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FLORIDA CHOICE

(Continued from Page 1)

by tall Troy Rutman, the former Indianapolis race winner.

They're part of Pete DePaolo engineering's potent squad for Ford.

Other certain entrants here include: Richard Jalbert in John Fitch's 1955 Sebring modified Corvette; James A. Wesley, modified Ferrari; John Cuevas and Miss Jean Spiedel, Porsches; Pete Mourad, Jaguar; Roy Schechter, Mercedes-Benz; Warren Jacobs, blown Jaguar; Dr. Thomas Waring, Arnolt-Bristol; Duncan Furlong, AC Ace-Bristol; Joe Sheppard, modified Lotus; Buff Motor Co.'s Porsche Spyder and Volkswagen; John Hill, Jaguar and Lloyd Casner and Frank Wright, MG-A's.

RECORDS LISTED

Phil Walters holds the present measured mile mark of 164.244-mph two-way average in a D-Jag, for pro unlimited-class drivers. The Grand Prix mark is Bob Said's 170.538 in a '54 Ferrari.

With Paul Whiteman as director, the Feb. 10 meet is part of the eighth annual Speed Week's International Safety and Performance Trials staged by NASCAR. Timing runs and races other than the road races here will be held at Daytona Beach's fabled 4.1-mile course.

RACE SCHEDULE SUNDAY, FEB. 10

1 p.m.—Mechanics Illustrated Trophy race, 10 laps, open to Volkswagens, all production MGs, and production G and F classes.

1:45 p.m.—Sports Illustrated Trophy race, 12 laps, open to production classes E, D and C. (Special class for M-B 300SL.)

2:30 p.m.—Paul Whiteman Trophy race, 12 laps, for modified H, G, F, E, D, C and B classes.

3:15 p.m.—Pure Oil Trophy race, main event, 40 laps, open to all production and modified classes.

HAWAII RACES

(Continued from Page 1)

best effort at Daytona Beach next Sunday.

His two 4.2 Maserati-Kurtises will race in the Indianapolis 500, with Duane Carter lining up two pilots, Parravano added. The wealthy Inglewood contractor favors Eddie Sachs as his No. 1 choice. The two cars then will be entered at Monza, Italy.

Parravano is considering buying a long-range airplane accommodating five or six people, explaining he wants nothing to do with heavy, cumbersome vans.

Special Roadster Trophy Announced

OAKLAND, Feb. 6—The most popular "personalized" car of the year will be voted by the public at the National Roadster Show slated February 19-24 in Oakland Exposition Building, it was reported today by Mary L. Slonaker, show manager.

The grand award will be made on results of balloting by Roadster Show fans who enter into the competitive spirit of the eighth annual auto exposition.

MOTORING

fo(u)r
FUNBy John Foster
National President, FCCA

WHILE YOU have a spare moment, just jot down these two names and addresses. You are almost sure to need them sometime. Bruce Landers, 7123 Sophia street, Van Nuys, State 6-2525; and Lew Himmelrich, 5281 Castle Road, La Canada, Churchill 1207.

Bruce is publicity director for FCCA National, editor of San Fernando Valley's Valve Chatter, enthusiast of the first water and a great guy to know. He will guarantee distribution of your news items and forthcoming events to all possible news outlets, and will keep you posted on activities from National (all chapters) through your own chapter publications.

Lew is just about our 'oldest living member' and has very successfully held practically every job in the club. By tuning your radio dial to 1490 (up among the Mexican hit parade and police calls!) KBLA every Wednesday evening 5:30 to 6:30, you will not only enjoy Frank Alten's "Motor Classics," but will catch Lew's weekly newscast of all things Four Cylinder and up-to-the-moment bulletin of current events.

TUESDAY DEADLINE
Lew's deadline is Tuesday noon preceding each Wednesday broadcast, a wizard set-up for last-minute info prior to week-end events. He is also interested in news highlights and results of your past event, provided it is rushed to him with minimum delay.

Bruce can receive your written releases at all times, but realizing the inevitable delays in mail, printing, etc., the news must be forwarded to him as soon as it happens, and the dates of events as soon as they are finalized.

It is most gratifying to see the many outlets we now enjoy covering the news of our favorite sport. Many of us remember the day when a cold shoulder and glassy eye was given our insistent pleading for some recognition and a little coverage.

NASCAR Sanctions Midget Races Here

NASCAR enters the local midget auto racing picture, sanctioning events open to Offenhauser and Ford-powered cars, with a regular weekly schedule for the summer at Gardena, Orange Show stadium, San Bernardino, and Balboa stadium, San Diego.

Two veteran auto racing men are in charge of forming the local NASCAR circuit—E. A. "Roscoe" Turner, Downey, and Ray Lavelly, North Hollywood.

Those interested in further information should telephone Turner at Topaz, 2-0667, or Lavelly at Poplar 6-8014.

SCCA MEETING

(Continued from Page 1)

Production on the first day and modified on the second day.

4. A public relations man at all races to handle the details of the follow up on all accidents and other hot incidents.

5. A show of hands indicated a big majority favored the 500 car rule on production cars. No action.

6. It was explained that the rule barring minors from the pits is an insurance mandate.

Brief Impression — Kimberly and Ben Harris object to the Pharaoh title. Ben said, "A pharaoh is a guy who is buried under a conical pile of rocks which were thrown at him by his friends."

POST FOR BOTHWELL?

There is a movement to get Lindley Bothwell, president of the Los Angeles Region of SCCA, on the Contest Board, chairman if possible. Holder of a USCA competition license and nobody's rubber stamp, he would end all those goofy rules and also the 17-hour board meetings. S.F. is hot for him—L.A. should get on it.

There are 69 regions (not even the general manager knew for sure); probably 15 of them stage races. The rest are rallye, gymkhana, concours and four regions. Not one word was mentioned of these events at the Contest Board meeting. The Rallye regions are very happy; they have no grievances, no problems, and no money in the treasury. If Kimberly has his way and appoints a Rallye Contest Committee, their troubles will begin. They will soon be screaming like a flock of wounded eagles at the screwy rules which will come out of Westport. A constructive suggestion—leave them alone, they are happy and doing fine and couldn't care less about an official rallye code.

Briggs Cunningham suggested the Contest Board consider the BARC rules that were used at Sacramento. No action. He was the only guy on the floor who realized that the Contest Board must be made to feel that they thought up any changes in the rules. At least he gave them a hint.

It was suggested that the turn marshals be allowed to recommend the use of the black flag. Kimberly remarked that turn marshals were not competent to do so and were usually some poor lost souls who were drafted to the job at the last minute. The West Coast turn marshals are trained in their jobs and hold their jobs for several years—all of the chief officials have served a long apprenticeship, waving a flag on a turn. He must have been referring to eastern races. No action on this suggestion.

'NUISANCE RULES'
New England, Philadelphia, Texas, Colorado, Utah and San Francisco regions indicated that they opposed the "Nuisance Regulations." (Rollbars, mufflers and windshields on production cars. They favor roll bars on modified cars. No definite action; it will be reconsidered — probably rescinded.)

The Detroit Region wanted the minutes of the Contest Board meetings published; equal membership of modified and production car drivers on the Contest Board and all entries must be owner-driver except in enduros. After these motions had been worked over by the royal court, they were defeated by a big majority.

BUSH LEAGUERS
Bill Lloyd and Dave Allen are convinced that West Coast racing is strictly bush league and you haven't lived until you've seen races at Thompson and Elkhart Lake. I can't figure why, especially when Kimberly thinks that the eastern turn marshals are a bunch of incompetents.

An early February Bulletin will carry the list of eligible production cars.

Twelve National Championship events were scheduled for this season. Jimmy Orr of S.F. inquired if the sanction fee (The Bite) was still in effect. When answered in the affirmative, he informed the meeting that there were now only 11 National events for this year. The S.F. April date will now be an Easter egg hunt; bring a basket lunch.

FOR SALE

300SL with '57 lic. plates. Fastest on the Coast—and never, never driven by any elderly Pasadena Sunday School teachers. Rudge wheels. 6000-mile factory warranty. Immaculate. Fitted luggage. Extra tires and spare parts. Latest factory modifications. Financing can be arranged. Owner Rudy Cleye. DUNKIRK 7-7524 after 6 p.m.

IVES SPECIAL MARK IV. Olds engine 497cc Ford box with Zephyr gears. Ready to race. \$1200. Garth Dill, 755 Ave. H 13 W, Lancaster, Calif. WHITEHALL 2-3762.

RILEY SEDAN (late '51). Sleek black, red hide. NEW engine. Elegant. UNMARKED specimen. Bags of Urge, no vices. Reluctantly offered at \$1395. Dr. Milton R. Roth, GA. 429-21, FR. 512-71.

ADLER (Imperial) Sports Sedan. New 105 H.P. V8 60. Lacquer paintwork. Imposing dash, plgskin upholstery, strapped and louvred hood, dual rear spare tires—truly the works! Rare and beautiful show car with perfect manners and sizzling performance. Stands me well over \$4000, \$1100 steals it! Dr. Milton R. Roth, GA. 429-21, FR. 512-71.

ARNOLT BRISTOL BOLIDE, 1955. mint condition. New engine ready to race. \$2995. Trade or terms. Call Bob Mandel RY. 1-6359.

THREE RACING CARBURETORS. Linkage manifold for Jaguar XK 120. Make offer or will trade even for regular set-up. Lawrence. Poplar 6-6222.

SINGER '53 SM1500 "C". Mechanically excellent. Needs slight body work. Many extras, wire wheels, Alfin brakes, etc. A good investment at below low book. TH. 8-8726. Before 5 p.m. WE. 8-2848.

PORSCHE 550 SPYDER \$4700. Concours condition, raced twice, business restricts further racing, optional gears and axle, may deliver. Pit Browne, 4507 Karen Ave., New Orleans 21, La. VERNON 5-9026.

LATE ZEPHYR GEARS, everything except the case \$45. O.N.O. Used, excellent, write for info. Al Hawver, 216 S. Palouse, Walla Walla, Wash.

FRAZER NASH with competition body by Bourgeault. De Dion suspension. Z-F differential engine modified to latest specifications. Spares include 3 wheels, differential with alternate ratio, axles, camshafts, block, new crank. This car won two SCCA championships 1955. Overall record of 21 firsts in 32 races. Car is mechanically perfect, in racing condition. \$3,500 cash, no trade. James R. Lowe, 244 Kearny St., San Francisco, Calif.

FERRARI-MONZA BODY, 1953 Mille Miglia modifications, 500 miles since complete overhaul. Mechanically perfect. Pirellis. HO. 3-9281.

MERCEDES-BENZ 300SL, 1955, 19,000 miles, red, never raced. New Michelin tires. Excellent condition. Private owner. No dealers. SY. 3-8161, Room 806.

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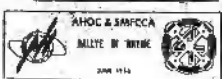
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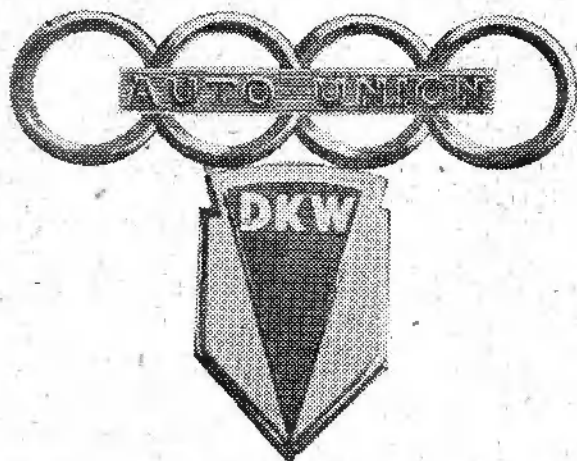
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